

JUL 22 1940

JUL 2

ATLANTIC FISHERMAN

VOL. XXI

Registered U. S. Patent Office
JULY, 1940

NO. 6

DEPENDABLE!

...the Controlled Quality

PROTECTS YOU



Big ships require the dependability of Columbian Pure Manila Rope ... a dependability of quality that is built up every step of the way.

In the Philippines, our experts select the long, tough manila fibres. Under our own supervision they are properly stripped and dried. To control every step of making Columbian Pure Manila Rope, we have our own warehouses and packing establishments, a complete organization in the Islands.

At our modern plant in Auburn, N. Y., the quality of these fibres is protected by thorough waterproofing. Every fibre is waterproofed and lubricated, keeping "alive" its flexibility and sturdiness.

Say "Columbian Rope" for dependability.

COLUMBIAN ROPE COMPANY

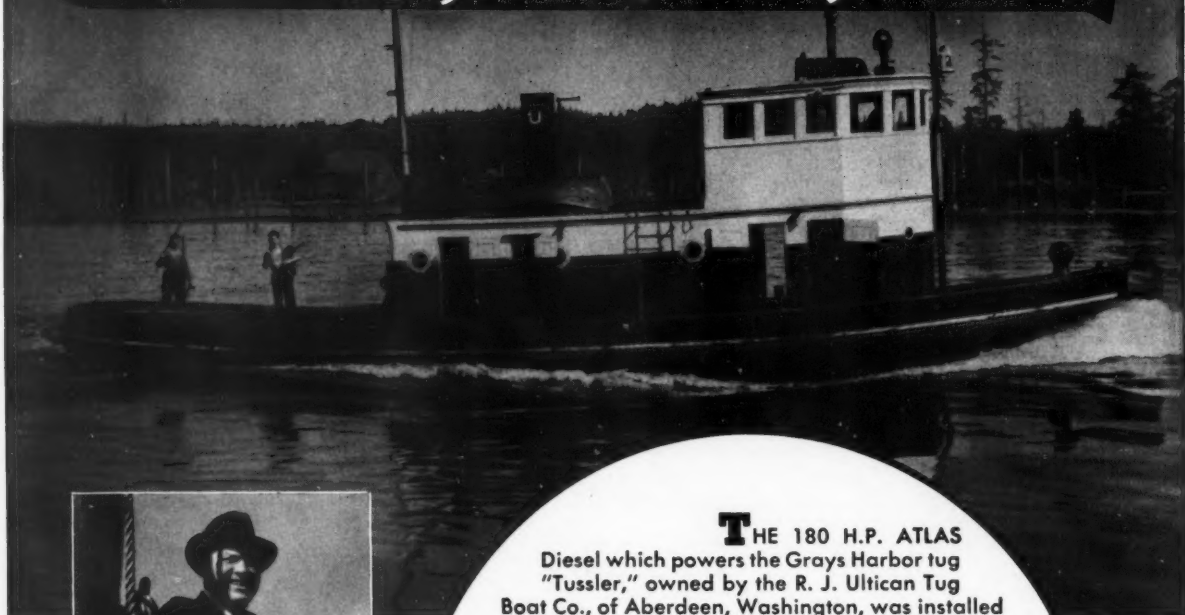
AUBURN, "The Cordage City," NEW YORK

QUALITY
Controlled
every step of the way

RED
WHITE
BLUE

COLUMBIAN PURE MANILA ROPE

**60,000 hours operation in
16 years Towing Service**



R. J. Ultican of the R. J. Ultican Tugboat Co., Aberdeen, Washington.

THE 180 H.P. ATLAS

Diesel which powers the Grays Harbor tug "Tussler," owned by the R. J. Ultican Tug Boat Co., of Aberdeen, Washington, was installed May, 1924, and in SIXTEEN YEARS towing service, has piled up a total of 60,000 operating hours.

Commenting on the service he has received from this Atlas Diesel, R. J. Ultican, Jr., writes: "Since the date of installation the engine has operated continuously except for minor repairs and periodical overhauls, and during the sixteen year period has run approximately 60,000 hours. We work the 'Tussler' more than any other boat in our fleet and we have only the utmost praise for her performance. She is used on 100% of our ship work where reliability and performance are the prime requisites."

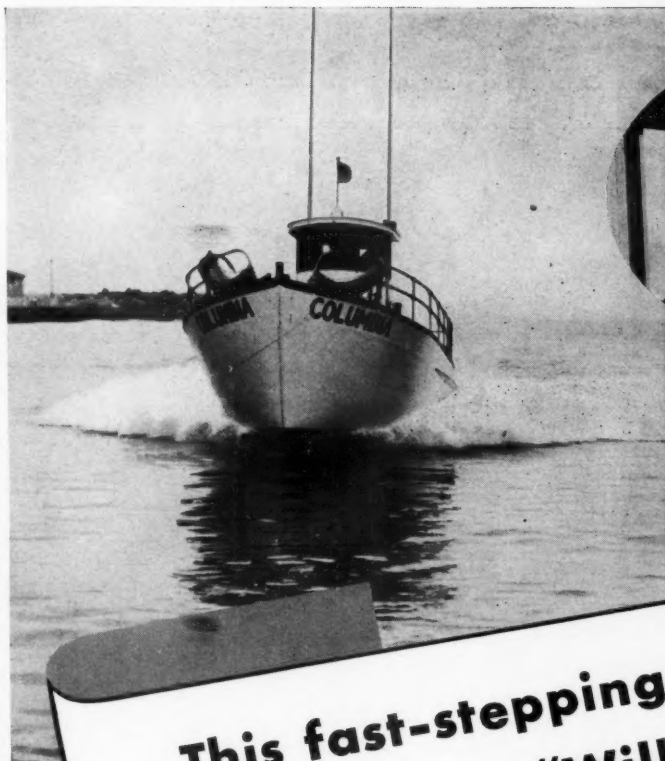
When you buy a Diesel for your boat, consider the background of the engine you are contemplating. You will be much happier with your purchase if you buy on the basis of the performance which a given engine has proven down through the years.

ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION . . . 228 NO. LA SALLE STREET, CHICAGO, ILL.

SOUTHWESTERN DIVISION: 5726 NAVIGATION BLVD., HOUSTON, TEX.
WESTERN DIVISION . . . 1000 NINETEENTH AVE., OAKLAND, CALIF.

ATLAS *Imperial*  **DIESEL ENGINES**



"COLUMBIA," a 49 footer launched this spring, is one of the fastest boats of her type. She does 24 knots with three 140 hp. Chryslers. Naturally they're started by Willard Marine Batteries. Willards also furnish power for lighting, radio and radio telephone on the "Columbia" and on the five other charter fishing boats operated by Captain "Jim" Bogan out of Brielle, New Jersey.

**This fast-stepping little lady
comes from a "Willard" family!**

Like her five older sisters, the trim, speedy new fishing boat "Columbia" is Willard equipped. Her owner and captain, John Bogan, Jr., explains it this way . . . *"We have received excellent power and long life from the very first Willard we purchased, so we naturally stayed with Willard Batteries as we added more boats to our fleet."*

When customers come back for more, it's a pretty sure sign they got their money's worth. So if you want to check up on us and make sure we're steering you right when we say that Willard Marine Batteries last longer, crank faster and don't let you down—just ask a skipper or owner who has tried them.

If you'll just specify Willards next time you need batteries, you, too, will discover that WILLARDS COST LESS TO OWN!

WILLARD STORAGE BATTERY COMPANY
Cleveland • Dallas • Los Angeles • Toronto



For TWO-WAY Protection Specify Willard Dual Rubber

1. RESISTS PLATE WEAR. Higher current demands aboard modern vessels result in constant charging and discharging that loosens the active material in the positive plates. Willard's new Dual Rubber holds the active material in place—maintains the battery's capacity and lengthens its life.

2. RESISTS INSULATION WEAR. Engine vibration, plus the roll of the vessel, causes constant rubbing and chafing that soon wears holes through ordinary insulators. Dual Rubber Insulation withstands the rubbing and chafing of marine service—guards against short circuits.

Willard Marine Batteries

HEAVY HAUL!

...LIGHT PROFIT?

HOW much of this 300-pounder goes into operating expense?

Needless engine repairs and time lost at the dock too often cancel out profits. So experienced Atlantic skippers *keep their expenses down.*

They depend on hard-working, economical Esso Marine Fuels and Lubricants to deliver smooth, trouble-free operation in any kind of weather.

Take the sound advice of the men who know. Get the Esso Marine habit. Then you'll see "Profit" beat "Expense" on the race back to port!



The Esso Marine Sign identifies waterfront dealers of the following oil companies handling Esso Marine products: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil and Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Esso Marine, 26 Broadway, New York City.



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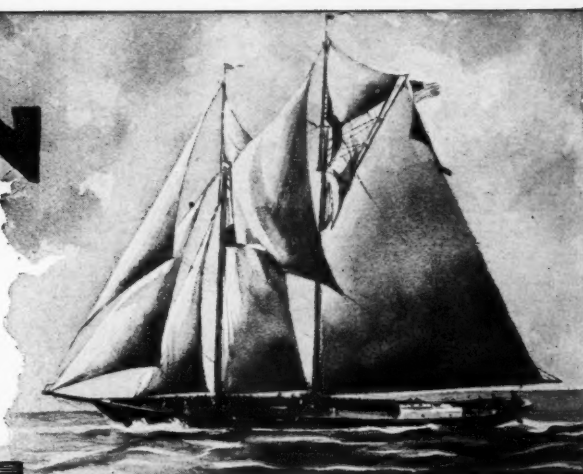
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XXI

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Should International Commission Govern Great Lakes

An Answer by John R. Schacht, President
of the Great Lakes Fisheries Association

THE hearings to be held by the Board of Inquiry recently appointed by the President and the Minister of Canada, to investigate the Great Lakes fisheries, have been postponed, for budget reasons.

Scope of Hearings

The primary purpose of these hearings will be to determine the advisability and practicability of the regulation of the Great Lakes fisheries by an International Commission, created by treaty between the United States and Canada. Other matters may be discussed and considered, but this will be the main issue. The question of straight Federal control is not at issue. Perhaps some commercial fishermen do not understand that straight Federal control is largely an academic question, impossible of accomplishment under present conditions. To bring about straight Federal control would require either an amendment to the Constitution of the United States, or the voluntary ceding, by all the States bordering on the Great Lakes, of their fishery rights to the Federal government; either of which is most unlikely to come to pass.

Those advocating change of control fully realize that straight Federal control cannot be accomplished, so they are now concentrating on International control by treaty. If the present halibut treaty between the United States and Canada is any criterion, the contemplated International Commission would have absolute control over the Great Lakes fisheries. They, and they alone, would determine the kind and quantity of gear to be used, seasons, size of fish, quota of catch and licenses. They would designate which waters are to be fished and which waters are to be set aside as fish sanctuaries in which no fishing would be allowed. Licenses would undoubtedly be issued for different sections, restricting the holders of such licenses to fishing in definitely limited areas. In other words this contemplated International Commission would have absolute autocratic power over the fisheries, and from their judgment there would be no appeal, and regulations adopted by them would supercede all State laws. We feel such absolute arbitrary power to be inimical to the best interests of the American commercial fishermen of the Great Lakes, and we are therefore opposed to it.

All this agitation for International Control is based on the assumption that there is a serious depletion of the Great Lakes fisheries. This assumption we seriously dispute, but if the conservationists are correct in this assumption, there is but one solution possible and that is to curtail the production. Many of the Great Lakes commercial fisheries are hardly

getting by now; how could they possibly survive if production is curtailed? The commercial fisherman must never forget when he suggests regulations for the other fellow, he may be drastically regulated himself. With ultra-conservationists in control, as they undoubtedly would be in an International Commission, as proposed, no one would be immune. As we have repeatedly stated, if we once lose control over these fisheries, we will never be able to recover it. We should never barter away what we have for an unknown quantity, simply on the hope that we will get the best of the bargain.

Propaganda

For a considerable time past there has been a subtle and persistent propaganda against the commercial fishermen. This is evidenced by articles that have appeared in magazines and newspapers denouncing the commercial fisherman and his activities.

Speakers have appeared before Chambers of Commerce, and other bodies. These speakers have painted a sad picture of the depletion of the Great Lakes fisheries, and have left the impression that the Great Lakes fisheries are in a precarious condition, in fact that they are doomed, unless something drastic is done at once to save them. No one is there to refute them, so resolutions are introduced and passed, proposing new methods of control. In the State of Michigan the Junior Chambers of Commerce have held a whole series of conferences on the subject of depletion and control, all in the name of conservation.

As a result of all this agitation the public have come to believe that the commercial fisherman is shamefully exploiting these fisheries for his own selfish ends. That he is a wanton destroyer of fish life. That if he had his way there would be no regulations at all, so he could fish with any device his heart desired, in all seasons, catch any size fish his fancy dictated, regardless of how such a course would affect the future supply.

Now this is all most unfair to the commercial fisherman. Those who know him and come in contact with him fully realize that this conclusion is wholly unwarranted. There may be greedy, selfish fishermen, here and there, who disregard the future, but the great majority of the commercial fishermen of the Great Lakes are progressive in their ideas and are fully aware of the necessity of a continuing supply, if any fishery is to survive. They are amenable to reasonable regulation based on common sense and experience; they rightly oppose regulation dictated by conservation hysteria.

New Process For Sardine Canning

developed by
Ramsdell Packing Co.
Rockland, Maine



WHEN the Rockland, Maine, sardine factory of the Ramsdell Packing Company started operation this season, it not only had the distinction of being the largest single sardine plant on the coast, but was also able to announce a new method of packing.

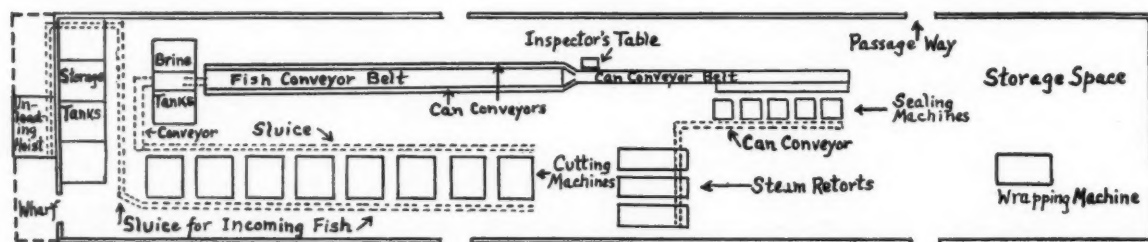
The Company's original Rockland plant, built five years ago, has been added to from time to time. It is in one of the recent additions, 200 ft. long and 40 ft. wide, that machinery for the new process was installed.

The new canning system differs from the conventional procedure in two important ways: first, in the preparation of the fish for canning, and second, in the method of processing. These changes, together with efficient layout of machinery,

New Cutting Machines

Under the new Ramsdell system, the fish travel through a sluice directly from the unloading hoist (or from the storage tanks if unloadings exceed the receiving capacity of the cutting machines) to a position over the rear of the cutting machines. At outlet chutes, the fish drop to a table.

Workers on either side of the table place each fish, belly down, in any one of numerous U-shaped, metal holders on a continuous chain belt, operating on each side of the unit. Each fish is placed so that the head protrudes from the holder against an adjustable stop on the inside, while the tail overhangs on the outside. As the belt moves forward it passes by two circular steel knives situated on each side of the metal



Floor plan of the new addition to the sardine plant of Ramsdell Packing Co., showing arrangement of machinery, fish sluices and can conveyors.

make it possible to handle fish from boats to retorts in only 20 minutes, where it formerly required 2½ hours.

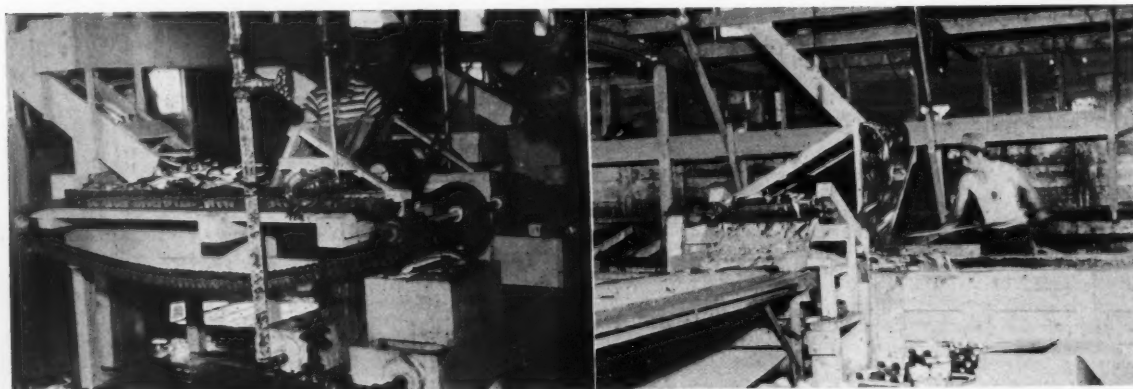
The outstanding feature of the new factory is its cutting machines. These represent an entirely new development and are the result of several years of experimental work by the Ramsdell Company.

The usual method of handling fish when they arrive at a plant is to first place them in steam boxes, then in drying chambers, to be followed by the cutting off of heads and tails with scissors by workers on the packing line.

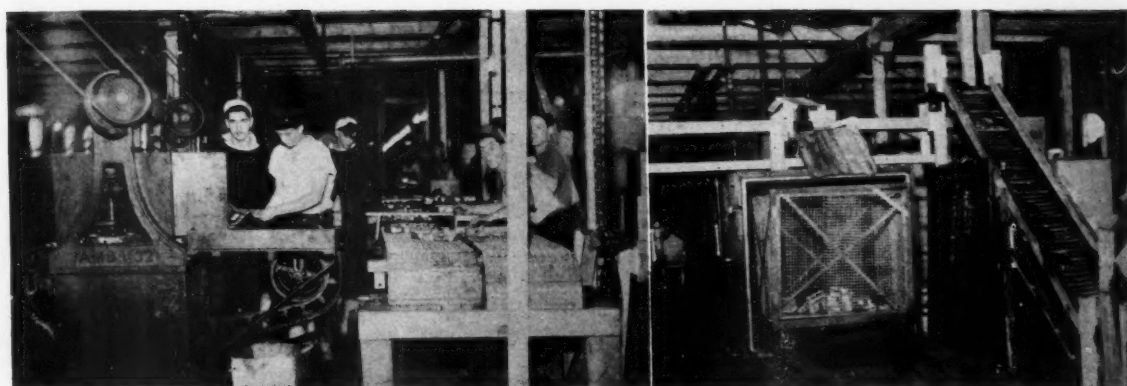
holders, and turning counter to the belt. The tails drop to a waste conveyor. By an ingenious arrangement, the heads are cut and, together with the entrails, are washed away by a spray of water from above. The remaining piece of fish, cut 5½ inches long for exact fit in the can, drops to a collecting box, having a slide opening into a sluice.

Better Quality Product

There is a battery of eight cutting machines. They are designed primarily for larger fish, from 8 inches and up in length.



LEFT: The new cutting machines, showing fish coming down from sluice, to be placed on holders of continuous belt which passes by circular knives and drops cut fish into collection box. In regular operation a box top guard is placed over the knives. **RIGHT:** Fish going on to the packing belt from the brine tank. Just behind the tank may be seen the conveyor that carries fish from the cutting machines. The incoming sluice runs across the background, over the storage tanks.



LEFT: Cans of fish coming down the conveyor from the packers, and the sealing machines. RIGHT: One of the three steam retorts, with baskets being filled with cans coming on conveyor from sealing machines.

With these machines the Company claims that a better quality, firmer fish of uniform length, is obtainable for packing. By limiting all cooking operations to the final retort processing after the fish are sealed in the can, it is said that all fish juices and oils remain in the fish, giving them the fullest possible flavor.

From the sluice, the fish drop on a conveyor, to be carried to the brine tank, where a 15-minute submersion in a strong salt solution soaks out any blood. The brine tank is divided, with a wing on either side of the center to accommodate fish from the cutting machines which cannot be handled immediately by the packers.

Fish for packing leave the brine tank on a short conveyor which connects with a chain belt conveyor, about 65 feet long and 30 inches wide.

Along each side of the fish belt, there are can conveyors on which the filled cans are placed by the packers. Nine ounce American Can Co. cans are used, and the fish are packed in mustard sauce, tomato sauce and natural fish juices. Each operator has a small table on which she fills the cans with the proper sauce, previous to placing in the fish.

Sealing and Processing

At the end of the fish belt, the cans converge from the two conveyors and continue on an 18-inch chain belt to the Max Ams sealing machines. A parallel return belt at the end automatically carries around any cans which the sealing operators do not take off. There are five sealing machines each of which closes 28 cans per minute.

From the sealing machines the cans travel on a conveyor to over the three retorts, where they are discharged into retort

baskets placed in front of the retort doors. The retorts are of welded steel, each approximately 12 feet long, 4 feet wide, and 4 feet high, and hold four baskets apiece. The cans are processed for 65 minutes at 220° F. They are then allowed to cool in the retort for 40 minutes, after which the baskets, each holding 1480 cans, are wheeled out, to set for 24 hours. They are then labeled by machine at the rate of 60 per minute, and packed in cases of 48 cans.

Efficient Machinery Power

All of the motive power for the plant, with the exception of that needed for water pumping, which is furnished by the main plant, is supplied by four electric motors—two 5 hp., one 7½ hp. and one 10 hp. These are strategically located for efficient operation. One operates the unloading hoist; another operates the conveyor to the brine tank and the shafting connected to the cutting machines; the third one runs the fish and can packing belts and the conveyor to the retorts; the fourth runs the shafting for the sealing machines and the can conveyor to the sealers.

All of the designing and construction work on the new plant addition, as well as the layout and installation of machinery were carried out by the Ramsdell Packing Co. Alvin C. Ramsdell is President of the firm and Victor Ramsdell, plant superintendent.

Ramsdell Packing Co. owns a fleet of nine boats. From the Rockland plant are operated the carriers *Campobello*, *Barbara E.*, *Christopher*, *Virginia* and the seiner *Sachem*; from the Portland plant, the carriers *Oquirrh* and *Wabtauwah*, and the seiners *Stag* and *Nora D. Sawyer*.

Will Advertise Canned Shrimp

A \$300,000 campaign to nationally advertise canned shrimp became a reality with the organization in New Orleans of the Shrimp Cannery National Advertising Association. Subscriptions to the association are for a three-year period and amount to approximately \$100,000 a year.

The association was organized by approximately 30 shrimp packers from the six Southern States of Texas, Louisiana, Mississippi, Alabama, Florida and Georgia. Membership represents more than 90 per cent of the total shrimp canned in the United States.

Officers are R. R. Rice, Aransas Pass, Texas, president; George Burgess, New Orleans, first vice-president; John Mavar, Jr., Biloxi, second vice-president; Miss Leonora Decuers, New Orleans, secretary-treasurer.

Directors are T. B. Holcombe, Houma, La.; Carlton Crawford, Palacios, Texas; Julian McPhillips, New Orleans; John Mavar, Jr., Biloxi; Steve Sekul, Biloxi; Paul H. Ploeger, Darien, Ga.; R. R. Rice, Aransas Pass, Texas; J. S. Cahero, Savannah, Ga.; and E. L. Dukate, New Orleans.

Research Vessel Being Outfitted

CONTRACT work — including general cleaning up and painting, inspection, drilling, and tightening of the hull—has now been completed on the North Atlantic fisheries research vessel, *Albatross III*.

The vessel is now tied up at the Army Base at South Boston, Massachusetts, pending completion of specifications and obtaining of bids on the final reconstruction work.

Made possible by a \$125,000 Public Works Administration allotment for its reconstruction and remodeling, the present ocean research vessel will be seventh in line of the Bureau's floating laboratories. The 153-foot *Albatross III*, formerly a commercial trawler, was donated to the Government by the General Seafoods Corporation, of Boston.

Equipped now for the first time since its predecessor, *Albatross II*, was decommissioned in 1933, with a vessel fully outfitted for biological fishery research in the North Atlantic, the Bureau will be able to complete studies directed toward the conservation of cod, haddock, redfish, mackerel, flounders, weakfish and other important species.

Annual Convention of Oyster Industry

Prominent Speakers will Discuss Topics Concerning All Phases of the Business

THE joint annual convention of the Oyster Growers and Dealers' Association of North America, The Oyster Institute, and the National Shellfisheries Association will be at New Haven, Conn., July 31, Aug. 1-2, Hotel Taft.

This is the big event of the year among oyster farmers, packers, biologists, state conservation shellfish agencies, federal and state health officials, buyers and oystermen who gather to exchange views, listen to reports by practical men, scientists, technologists, and nutrition experts in order to keep abreast of the times and plan intelligently.

Those attending the convention will be given an opportunity to visit the newly completed U.S. Fisheries Laboratory at Milford, Conn., nearby and to examine the latest equipment in oyster research and glimpse some of the experimental work now in progress.

There will be a particularly interesting ladies' program including a tea; Mrs. Elijah Ball of Stony Creek, as hostess; a trip through Yale University Grounds, and a drive over some of New Haven's scenic highways. Mrs. Mildred Rice is chairman.

A preliminary program will get underway on Tuesday evening, July 30, with a Directors' meeting.

Wednesday, July 31

The main program will start at 10:00 A.M. Wednesday morning with the registration and an address of welcome by Hon. John W. Murphy, Mayor of New Haven.

Responses will be made by Howard W. Beach, President, Oyster Growers and Dealers Association; Dr. Paul S. Galtsoff, President, National Shellfisheries Ass'n. A message from the Secretary of Interior will be delivered by Dr. W. C. Henderson, Assistant Director, Fish and Wildlife Service.

Annual reports will be given for the Oyster Growers and Dealers Ass'n by Howard W. Beach, Pres.; for the National Shellfisheries Ass'n by Dr. Paul S. Galtsoff, Pres.; and for the Oyster Institute of North America by Dr. Lewis Radcliffe.

Following this will be the appointment of the Committee on Resolutions, appointment of Nominating Committee for Officers, Nat'l Shellfisheries Ass'n, and a caucus of the Oyster Association members by States to nominate Directors.

Afternoon Session

During the afternoon session, starting at 1:30 P.M., the following addresses will be presented: "Technological Studies on Commercially Shucked Oysters"—J. F. Puncochar, Bureau of Fisheries; "The State's Duty to the Oyster Industry"—Edwin Warfield, Jr., Chairman Maryland Conservation Commission; "Hints on How to Increase Sales of Oysters"—W. E. Barber, Springfield, Mass.; "Standards of Practice"—J. S. Darling, Hampton, Va.; "The Church Shipping Container"—Major Elihu Church, New York City; "Experiences with Lime in Limiting Destructiveness of Starfish"—H. Butler Flower, Bayville, L. I., N. Y.; and "National Fish Week—Sept. 23-28"—Chas. W. Triggs, Chairman, Fishery Advisory Committee.

Evening Session

At 8:00 P.M. motion pictures in color will be shown on "The Story of the Oyster Industry," by Wm. A. Heath, Mgr. Providence Production Credit Association. Howard W. Beach will talk on "Glimpses of Past Conventions and Former Members."

Thursday Morning, August 1

On Thursday morning at 10:00 A.M. a boat trip will start from New Haven for Milford, Conn., where the new Bureau of Fisheries oyster laboratory will be previewed. Guests of honor will be His Excellency Governor Raymond E. Baldwin of Connecticut and family.

National Shellfisheries Ass'n Program

At 12:30 P.M. Thursday the National Shellfisheries Ass'n Program will get underway with Dr. Paul S. Galtsoff, Pres., presiding.

The following addresses will be delivered: "Some Observations on the Polychaete Worm, *Polydora*, on the Oyster Beds of Delaware Bay"—Dr. Thurlow C. Nelson, Professor of Zoology, Rutgers University; "Experiments in Oyster Growth and Culture in North Carolina"—Dr. Herbert F. Prytherch, Director, U. S. Fisheries Laboratory, Beaufort, N. C.; "Seasonal Gonadal Changes of Adult Oysters in Long Island Sound"—Dr. Victor L. Loosanoff, Director, U. S. Fisheries Laboratory, Milford, Conn.; and "Oyster Drill in Long Island Sound"—James B. Engle, U. S. Fisheries Laboratory, Milford, Conn.

Thursday Evening

At 8:00 P.M. there will be a meeting of Association Directors with Federal and State regulatory officials for discussion of regulations.

Friday Morning, August 2

At 10 A.M. Friday the National Shellfisheries Ass'n Program will continue with these discussions: "A Review of Bacteriological Shellfish Scoring"—Dr. Milton H. Bidwell, Bacteriologist, Bureau of Marine Fisheries, Conservation Department of New York State; "A Study of the Microbiology of Shellfish from the Public Health Viewpoint"—Dr. Leslie A. Sandholzer, In Charge, U.S.P.H.S. Laboratory, Craney Island, Norfolk, Va.; "Relation of Valve Closure to Heart Beat in the American Oyster"—Leslie A. Stauber, Biologist, Oyster Research Laboratory, Bivalve, N. J.; "Experimental Oyster Farming in South Carolina"—R. O. Smith, Biologist, U. S. Bureau of Fisheries, Beaufort, S. C.; and "Tray Culture of Oysters in the York River, Virginia"—J. Richards Nelson, Pres., New England Oyster Growers Exchange.

Next will come the Treasurer's reports of the Oyster Growers and Dealers Ass'n and Oyster Institute by Dr. Lewis Radcliffe and of the National Shellfisheries Ass'n by Howard W. Beach; also the report of Resolutions Committee and the election of officers for both associations.

Program for Visiting Ladies

All women guests attending convention are invited to be present at the opening session and motion picture showing Wednesday evening. On Wednesday afternoon there will be a Tea at the home of Mrs. Elijah Ball, Stony Creek, Conn.

On Thursday the ladies are invited to the boat ride to Milford, Conn., and the clambake.

On Friday morning there will be a trip through Yale University and scenic drive around New Haven, followed by lunch at the Weather Vane.

The local convention committee on arrangements consists of Howard W. Thompson, Chairman; Howard W. Beach, Andrew A. Radel, and H. Gordon Sweet.

The Ladies' Entertainment Committee includes Mrs. Mildred M. Rice, Chairman; Mrs. Elijah S. Ball, Mrs. Howard W. Beach, Mrs. H. Gordon Sweet, and Mrs. Howard W. Thompson.

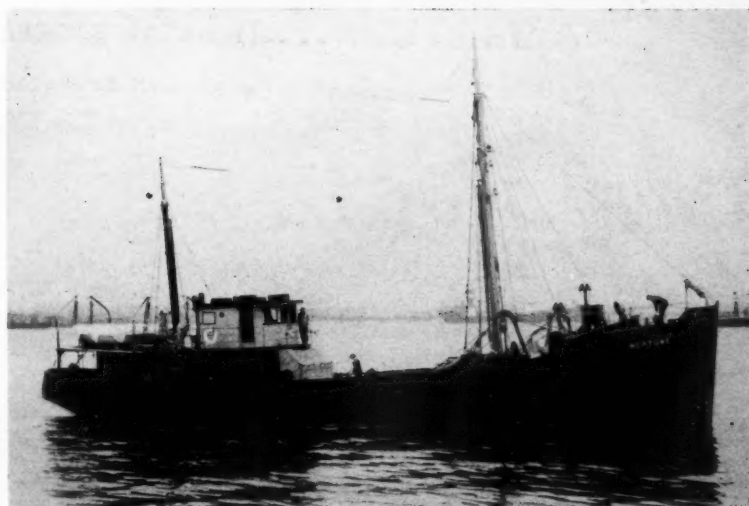
Bulletins Are Useful

With the publication of its July Bulletins, the Oyster Institute of North America started a new fiscal year. According to Dr. Lewis Radcliffe, Director, appreciative comments continue to be received, attesting to the usefulness of the organization's publicity. Finances are reported to be in good condition.

Munson with Sea Coast Oyster Co.

James E. Munson has been appointed Manager of the Sea Coast Oyster Co., with headquarters in New Haven, Conn. Capt. Henry Boerum will be retained as captain of the fleet, and general consultant. Mr. Munson was Treasurer of the Narragansett Bay Oyster Co., and also of the New England Oyster Growers Exchange.

The "Neptune", owned by John N. Fulham, Haskins Fish Co., Boston. Built by Bethlehem Steel Co., Shipbuilding Division, equipped with a 350 hp. Nelsco Diesel, Hyde propeller, Willard batteries, Bethlehem winch, Kinney clutches, Electro Dynamic generators and motors, Bromfield auxiliary set, Fathometer, Kelvin-White compass, RCA wireless and Shipmate range.



Boston Ends 102 Day Beam Trawler Strike

THE Boston trawler strike involving 700 union fishermen, members of the Atlantic Fishermen's Union, tying up 53 beam trawlers, ended June 21, when contracts were signed by the owners and Union representatives.

The strike, lasting for 102 days, since March 11, has cost the industry what is estimated at close to \$3,000,000. A point won by the Union was that the cost of the ice for the months of July, August and September will come out of the gross stock.

The contract is the same as of 1939 insofar as rewards are concerned, and extends to March 15, 1942, a two-year contract, instead of one year, with the Union winning out on the month of ending, in that the owners wanted the contract to expire in July.

During the strike many Gloucester and New Bedford draggers profited. The draggers and schooners kept the market fairly well supplied, at times rivalling the landings of the trawlers.

The dealers, however, have been unable to stock up a reserve supply for the cold storages to take care of the Winter trade, and this factor has been a blow to the industry. They have lost the most productive time of the year, March and April, and millions of pounds of fish were left in the ocean because of the tie-up in those months.

What Union Won

Besides the ice cost, the Union won the point that the skippers must stay around until noontime on the day the fish is being sold. The Union had insisted the skipper stay until the fish was discharged but compromised to this extent, reasoning that the bulk of the trip is out by noon. The Union won the point that in the event of disagreement on the price of fish during the discharge of the trip, the discharge will be stopped until a man from the Boston Fish Exchange settles the differences. They also won the point that no more than seven lumpers will be hired for discharge of fish, at the expense of the fishermen, except that if any more lumpers are needed, then the matter as to who will pay for them will go to arbitration.

What Owners Won

The owners won their demand to have the say as to who shall sell each trip, a major point, in which the Union had insisted the skipper be the salesman. The owners had argued that a skipper at sea most of the time would hardly know the market conditions well enough to get the best price for the fish. The owners will have their commission men do the selling.

The owners won their point of having the Union accept into membership fishing skippers who have lost their commands

through misfortune. The owners lost their demand to have the right to appoint one apprentice aboard each ship for six months at the owner's expense, and after that time to be allowed to join the Union.

The owners agreed to use their influence in having a Union man allowed on the floor of the Boston Fish Exchange. Both sides have agreed to the appointment of a board of arbitration to include one man from the Union, one man from the owners, and the third member to be Carl E. Gill, United States Labor Conciliator, if he can accept.

The Union lost on its point to have a say in the purchase of supplies for the boats. This has been left as it was in the past, with the cook buying the goods on recommendation from the owners. However, a clause in the contract of other years and this present one, allows the Union to question bills for supplies.

This strike is believed to have been the longest in the history of the industry, starting when the Union made several demands on the owners, the latter instead of submitting, ordering the boats tied up.

"Cambridge" Makes First Trip

The first trawler to land a trip at Boston in 94 days arrived at the Boston Fish Pier June 27, when the *Cambridge*, of the Irving Usen fleet, docked at the pier with 70,000 pounds of haddock and scrod, after a five-day trip to the Channel.

The craft left Boston within 24 hours after the Atlantic Fishermen's Union had signed new contracts with the trawler owners.

Gardner Poole

Gardner Poole, well known in fishery and refrigeration circles, died on July 6 at the age of 63. During his active career, he held many prominent positions.

He was the son of a sea captain and followed the sea until he was 27. Then he entered his father's business, Atlantic Halibut Co. In 1903 he went to the West Coast to handle the Pacific operations of this Company, returning East in 1909.

Mr. Poole's interests were in the broad field of refrigeration and in quick freezing. During the past two years he had spent most of his time with Frosted Foods, Ltd., at London, of which he was Director and Technical Advisor. He was also Vice-President of Frosted Food Sales Corp. of New York, President of American Institute of Refrigeration of Chicago, and President of Technical Board of the "Institut International du Froid."

For two years he was Chairman of the Fisheries Advisory Committee of the U. S. Department of Interior. He was also past President of the U. S. Fisheries Association, the American Society of Refrigerating Engineers and American Warehousemen's Association. During the World War he served in the Fisheries Division of the U. S. Food Administration. He represented the United States at the International Congress of Refrigeration in 1924 at London, 1928 at Rome, 1932 at Buenos Aires, and in 1936 at The Hague.



Boston trawler "Georgetown" of the F. J. O'Hara fleet, powered with a Fairbanks-Morse engine.

Boston Fish Pier Landings for June

(Hailing fares. Figure after name indicates number of trips.)

Adventure (4)	295,000	Leretha (3)	158,000
Aeolus (1)	31,000	Maris Stella (3)	192,000
Alden (3)	155,000	Mary and Julia (3)	173,000
Alice J. Hathaway (2)	119,500	Mary Grace (5)	112,700
Alice and Mildred (2)	96,500	Mary E. O'Hara (3)	187,000
American (2)	166,000	Mary Jane (2)	149,000
Angie and Florence (3)	129,000	Mary Landry (2)	80,000
Barbara (2)	311,000	Mary W. (5)	280,000
Bethulia (2)	80,000	Muriel and Russell (3)	107,500
Bettina (1)	59,000	New Bedford (2)	127,000
Cape Ann (3)	167,500	Newfoundland (2)	133,000
Chas. M. Fauci III (6)	102,200	Njord (1)	30,000
Charles S. Ashley (2)	73,000	Noreen (1)	66,000
Catherine Sanders (4)	176,700	Old Glory (1)	67,000
Clarence B. Mitchell (5)	62,300	Olympia (3)	124,400
Dawn (1)	49,000	Palestine (3)	161,500
Edith L. Boudreau (2)	114,000	Paolina (7)	116,700
Eleanor (3)	130,000	Pelican (3)	140,000
Elizabeth N. (3)	197,000	Pollyanna (3)	227,000
Elk (1)	62,000	Rainbow (2)	60,000
Ethel B. Penny (2)	111,000	Raymonde (1)	33,000
Eunice and Lillian (2)	119,000	R. Eugene Ashley (3)	195,000
Evalina M. Goulart (2)	114,000	Rita B. (4)	306,300
Evelyn G. Sears (1)	47,000	Rose Marie (5)	177,800
Frances C. Denehy (3)	226,500	Rosie (6)	116,800
Geraldine & Phyllis (4)	206,000	Rose and Gracie (1)	50,000
Gertrude Parker (3)	190,000	Santa Maris (1)	48,000
Gertrude L. Theband (2)	181,000	Saint Joseph (4)	10,900
Gossoon (3)	240,000	St. Michael Angelo (4)	12,900
Gov. Al. Smith (1)	69,000	Salvatore (1)	52,000
Grace F.	65,000	Sea Ranger (3)	188,000
Grand Marshall (1)	56,000	Sebastiana C. (2)	133,000
Harriet N. Eldredge (4)	237,700	Shamrock (2)	169,000
Helen M. (3)	168,500	Stanley B. Butler (3)	209,500
Irene and Mahel (1)	19,000	Str. Cambridge	70,000
Ivanhoe (4)	167,500	Superior (2)	143,000
J. B. Jr. II (4)	69,800	Three Sisters (5)	231,000
J. B. Jr. (9)	176,600	Vagabond (3)	187,000
J. M. Marshall (1)	75,000	Vandal (3)	245,500
Josephine & Mary (3)	115,000	Venture II (4)	312,500
Josie M. (4)	66,700	Viking (2)	97,000
Julia and Eleanor (3)	223,000	Wansutta (3)	172,500
Killarney (1)	82,000	Whaling City (4)	253,500
Lark (2)	202,000	Wm. L. Putnam (1)	98,000



Boston trawler "Holy Cross" of the F. J. O'Hara fleet, powered with a Fairbanks-Morse engine.

Gloucester Seiners Land 5,785,000 Pounds of Mackerel

THE summary of 20 Gloucester mackerel seiners for 73 days up to June 17 was as follows:

	Trips	Pounds
Capt. Drum	15	538,000
Eleanor	15	525,000
Bethulia	15	501,000
Mary W.	14	455,000
Frankie and Rose	15	453,000
Antonina	10	414,000
Jennie and Julia	15	412,000
Three Sisters	13	366,000
Rose Marie	8	286,000
Gertrude DeCosta	10	249,000
Santa Maria	5	248,000
Saint Ann	5	246,000
Rose and Lucy	5	203,000
Alden	6	200,000
Frank Grinnell	3	165,000
Angie and Florence	4	162,000
Carlo and Vince	6	134,000
Catherine Graffeo	4	110,000
Jackie B.	6	64,000
Salvatore	4	54,000

The total, including netters and traps, was 6,918,000 pounds.

Memorial Service, Aug. 4

The traditional service in honor of fishermen lost at sea, sponsored by the Gloucester Fishermen's Institute for 30 years, will be held August 4.

In 1909, the first service was held at Blynman bridge. During the years the service has become a part of Gloucester life and has attracted an increasing number of people from far and near. It has become associated in the minds of thousands of people with the spirit of Gloucester.

New Firm on Fish Pier

Frank Bertolino & Son is the name of the new firm on the Gloucester fish pier. They opened for business June 18, at number one store on the pier. That makes three fish firms on the pier now. The others are the Gloucester Seafood Corporation in charge of Scotty Baxter, and the Gloucester Fish Pier Fillet Company in charge of Eddie Morgan.

Tuna Sport Fisherman Here

The 30-foot motor cruiser *Ichthus III*, the last word in sports tuna fishing craft, has arrived from Miami, Florida, where it was built by the Prigg Boatbuilding Company. She represents an investment of \$7,000. Anthony B. Farrell of Eastern Point, the owner, and Skipper James Myers of Miami hope to beat all tuna records on the North Atlantic this Summer.

The *Ichthus III* has two 100-horse-power Chrysler engines, for speed and power, outrigger installation, a collapsible platform, live fish well, a roller on the stern, glassed in sides, with sliding glass, automatic fire extinguishing system, and a 100-gallon gasoline supply. His tuna equipment is of the latest design.

"Alicia" Repowered

The dragger *Alicia* owned by John Chianciola has just been repowered with a 120 hp. Cooper-Bessemer Diesel engine.

"Sawdust Sally" Renamed "St. Rita"

The *Sawdust Sally*, formerly of New York, has been bought by Captain Joseph Canas of Gloucester, and renamed the *St. Rita*. The boat is a 65-foot dragger. She recently sailed on her first trip from Gloucester powered with a newly installed 70 hp. model EN3, Cooper-Bessemer Diesel engine.

Capt. John G. Stream

Capt. John G. Stream, of Fresh Water Cove, and a leading figure in the halibut fishery for many years, died June 25. He came to this country from Sweden in a square rigger at the age of 16 and joined the Gloucester fishing fleet. Among his commands were schooners from the all-sail vessels of a former era to the modern type of auxiliary. He was a successful master, highly regarded by vessel owners, crews and associates ashore.

Tuna

The first commercial tuna trip of the season was landed July 1, at New Bedford, and was shipped directly to Gorton-Pew Fisheries Company. It was the trip of the local seiner *Santa Maria*, Capt. Joe Ciametaro, who had 55 small tuna aboard, weighing a total of 5,000 pounds. The craft seined the fish off Provincetown. They headed for No Man's and Block Island, in an effort to find another and larger body of tuna for the local market. On July 11, after scouring the waters as far South as New Jersey the *Santa Maria* had to come to Ipswich Bay to get a trip. They bagged 28 tuna there, weighing 6400. Capt. Joe Ciametaro and his crew are the only commercial tuna seiners thus far this season.

Ipswich Bay was alive with tuna fishermen July 14, and the total catch reported amounted to 29 fish, with the *Billy B.*, getting the largest fish of the season, a tuna weighing 710 pounds. This same boat caught another, weighing 470 pounds.

Redfish

Gloucester had the biggest redfish day July 3 for two weeks, when nine draggers landed 675,000 pounds. Every wharf in the city was busy filleting the fish.

Redfish fares in this port July 5 were worth a total of \$7100 to the fishermen who caught them. Nine draggers had close to 600,000 pounds. They received \$1.25 a hundred pounds.

Capt. Bradford Amerault and crew in the Sch. *Donald Amerault* landed another big trip of redfish July 11, when they hauled for 120,000 pounds for Gorton-Pew.

Whiting

At the Slade-Gorton wharf in East Gloucester they were excited over finding a whiting which weighed eight and one-half pounds. Whiting usually weigh three pounds at the most. The fish was caught in the drag of the local boat *Anne and Marie*, of which Capt. Mike Frontiero is the skipper.

Whiting have replaced redfish as the largest arrival in the past week. That wasn't so a year ago when redfish was king.

Whiting continue to be a great boon to the local waterfront when over at the new fish pier alone a total of 130,000 pounds was landed July 8.

Swordfish

Capt. Percy Pieroway and crew in the local sch. *Emma Marie* sailed July 10 on another swordfishing trip. Each man made \$94 on the latest trip, and expects to better this on the new trip.

Capt. Harry Clattenberg and crew in the local sch. *Desire* sailed July 5. They caught seven swordfish on their previous trip. It was a tough trip, for weather and fish.

The sch. *Evalna M. Goulart*, Capt. Manuel Goulart, sailed July 6 to start the swordfishing season.

Old Glory, Capt. Matthew Sears, is changing over from drag-



The "St. Peter" of Gloucester, an 83 ft. dragger of 80,000 pounds capacity, owned by Capt. Peter Favazza and skippered by his son Salvatore, is powered by a 6 cylinder, 9" x 12" Atlas Diesel, swinging a 54 x 40 Hyde propeller at 325 rpm., giving the boat a cruising speed of 9 mph.

ging to swordfishing. She is now at the Atlantic Supply Co. wharf.

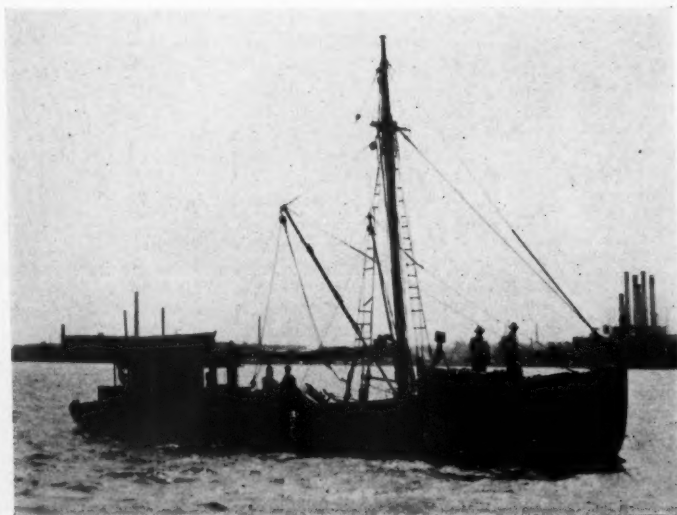
Two swordfishing schooners starting the season July 13 are the *Elvira Gasper*, Capt. Joaquim Gasper, and *Nyoda*, Capt. Howard Tobey. The *Jackie B.* will also sail.

First Sword for Woods Hole

Scallop 3 & 1 & 1 owned by Sam Cahoon and skippered by Eli Pothier caught and landed the first swordfish of the season at Cahoons in Woods Hole. It sold at 36 cents a pound. Cahoon has had both his boats, the 3 & 1 & 1 and the B & E, equipped with radio telephones.

New Bedford Receives 23 Swords from Winifred M.

The first sizable trip of swordfish to be landed at New Bedford this year was brought in on July 10 by the *Winifred M.*, which had 23 fish that sold for 23 cents per pound.



The 60' New Bedford scallop dragger "Hazel S.", owned by Capt. Ben Olsen. Powered by a 65 hp. Atlas Diesel, turning a 42-36 Columbian propeller. Elling Simonsen is engineer. At right, Capt. Olsen.



Maine Has New Crabmeat Canning Plant

A NEW crabmeat canning enterprise has been started by R. K. Barter, prominent Stonington business man. Large quantities of crabs which are abundant all along the Maine coast are being used in the plant, which is the only one of its kind in this section. More than 40 women are employed as packers, and lobster fishermen are finding a market for the crabs which have previously been considered a nuisance in their traps.

Barter has great hopes for the future of this new industry and believes that eventually he will employ up to 100 persons and possibly more. His biggest job is to find a market for this product but he states that several large distributors are now handling it and that others are becoming interested.

The packing season is an eight-month proposition running from April to December. It is necessary for crab fishermen to have a license but in case they also catch lobsters their lobster permit will cover both species.

Trident Using New Cooking Method

The new sardine packing plant of the Trident Packing Company, Inc., at Brown's Wharf, Portland, Maine, started canning the first of July. The new building, which is modernly equipped, is 200 x 40 feet, two stories high.

During the early part of July, when a good run of fish was experienced, about 125 workers were employed, including 68 packers. The plant is under the management of The Brawn Company of Portland, and James MacDonald has direct supervision of all operations.

Although part of the machinery for the Portland factory was moved from the Company's former Boothbay Harbor location, much of the equipment, including all conveyors, is new.

The canning procedure differs in one important respect from conventional methods. That is in the cooking of the fish. The usual way is to place the fish on racks in steam boxes, to be subjected to live steam of about 210° F. In the new Trident plant, the fish are placed in round steel cookers having a pressure of 5 to 10 lbs. (depending on size of fish) and 240° temperature. This is reported to be the first cooker of its type. It is said to offer two advantages over the old method: first, it speeds up operations by reducing the cooking time (8 to 10 minutes compared with 10 to 20) and by decreasing the amount of time required in the drier; second, it improves the flavor of fish by allowing greater penetration of the salt from the brine.

The plant is supplied with herring by the carrier *Trident*, Capt. Norman O. Holbrook.

Experimental Propagation of Clams

Plans for extensive experimental propagation of clams all along the Maine coast were announced by Sea and Shore Fisheries Commissioner Arthur R. Greenleaf after a conference with his warden supervisors. During the Summer two acres of depleted flats in each of the seven coastal counties will be set aside for this activity, which is expected by Greenleaf to be the start of a long term program to increase the supply of these valuable bivalves. The work will be directed by the supervisors and patterned after methods which are being used successfully in Massachusetts and other States.

Each of the planted areas will be closed for a period of two years and carefully watched and policed. Seed stock will be taken from crowded beds and flats where digging is now prohibited. Surveys of the flats to receive the seed stock is underway to assure that they are suitable for propagation. In all cases it is planned to work on flats that have formerly produced and have been dug out.

Clam Production Brings \$300,000

According to the statistical division of Greenleaf's department 1939 clam production brought nearly \$300,000 to diggers and additional large sums to workers in the canning factories.

Lifts Ban on Clam Shipments

Sea and Shore Fisheries Commissioner Arthur R. Greenleaf has lifted the ban against shipping clams out of Lincoln County between May 15 and October 1. The decision was reached following a public hearing at Wiscasset.

In 1937 Legislature passed a law prohibiting the shipping of the bivalves from Washington, Hancock, Knox, Waldo and Lincoln Counties during the Summer months. Proponents of this action maintained that it was a necessary conservation measure, but were unable to get Sagadahoc, Cumberland and York Counties to agree to the ban.

Greenleaf declared that his action did not necessarily indicate that he was against or in favor of the law in general but felt that it would provide work for a lot of diggers, and would also test a number of theories about the conservation phases of the whole situation.

3,000 Buckets of Smelts Dipped

A careful count of the fishermen who took smelt catches by hand from April 8th to May 22 along the brooks at Damariscotta Mills, Waldoboro, Muscongus, Round Pound, Moxie Cove and Houston Brook showed a total of 5,429 dippers in action with a catch of nearly 3,000 buckets of the fish.

Alewives Net \$300

Work on the alewife pack in Warren was completed July 1, the total barrels packed being 863. 779 of that number, firsts, or ten inches and over in length; and 84, seconds, or under ten inches in length. The town will clear approximately \$300 for the pack this season, although it was a backward year. Five hundred dollars was paid out for town labor, and it was necessary to make only minor repairs at the fish house this season.

The average for every barrel packed will be 98½ cents. The firm which contracted for them this year for a period of three years is the Brandt Auguste-Nadal and Co. of Port au Prince, Haiti.

The fish will remain stored in the fish house until late Fall or early Winter when they will be shipped by rail to New York, then transferred to a freighter for Haiti.

Herring Scales Utilized

Last Winter Maine herring packers announced discovery of a new process whereby even the scales of herring catches could be utilized commercially.

The discovery involved a glycerine extract, which it was believed would prove highly valuable in the manufacture of munitions and explosives.

"After the material for explosives had been extracted," the dispatch said, "the chemists had left cellulose, which they worked into a plastic to replace metal in the wings and bodies of airplanes."

Like Chicago packers who boast of using every part of a pig except the squeal, herring packers declare that they had now found uses for everything in a herring except the smell.

Keel Laid for New Dragger

The keel was laid late in June for a new 90-foot dragger to be built for Robert Mitchell of New Bedford by Morse Boat-building Corp. at Thomaston. The boat will be powered with a FP. 6-180 Cooper-Bessemer Diesel, and will be launched in November. Mitchell, at present, owns the dragger *New Bedford*.

Canadian Lobsters Must Be Legal Length

To guard against any flow of illegal size Canadian lobsters into Maine, Commissioner Greenleaf will transfer at least one warden, and more if necessary, from the coast to the Northern and Eastern borders for patrol work. All live lobster shipments from the Maritime Provinces and Quebec will be inspected by the Wardens, and those that do not comply with the legal Maine measurements will be seized, he says.

Complaints received at Greenleaf's office indicate that large lots of undersized lobsters are being transported over Maine territory by truck and other methods to metropolitan markets, and that some of these are even being purchased for sale within the State.

The minimum legal Maine measure is three and one-sixteenth inches from eye socket to the end of the body shell.

Wisconsin Conservation Commission Upheld by Supreme Court

THE Wisconsin State Conservation Commission acted within its legal rights in ordering new regulations for the commercial fishing industry in Green Bay and Lake Michigan, the Supreme Court ruled, June 24.

Principal change made by the Commission was an increase from two and three-eighths to two and one-half inches in the size of net mesh which protesting fishermen claimed would make most of their present nets useless and drive them out of business. The Supreme Court took jurisdiction for a prompt settlement of the controversy.

The Conservation Commission maintained the fishermen had adequate notice to prepare for a change in their nets.

The Supreme Court found the Legislature had legally delegated its authority in authorizing the Commission to enforce regulations in outlying waters. It said the Act granting such authority set up the necessary guide or standard.

The Court also overruled the claim of the fishermen that the new regulations discriminated against them as a class. It said they applied equally to all fishermen within the boundaries, and there was no question of the Legislature's power to treat them as a group.

The complainants are without redress if a change in the regulations imposes burdens upon them because their licenses to operate are not contracts and are always subject to change, the decision said.

Michigan Fishermen Restricted to Fifty Mile Radius

Michigan fishing boats, after June 30, will be licensed to operate within a 50-mile radius of the designated home port. In the past fishermen were allowed to operate in any part of the State under their fishing license.

In applying for a 1940 license each operator will be required to name a home port, and thereafter confine his fishing operations to the grounds which lie within a 50-mile radius of that port. Fishermen's attention is called to a ruling by the attorney-

First Big Mackerel Catches by Monhegan Island Seiners

Monhegan Island seiners took their first pay toll on Northward mackerel migrations July 6, when the *Njorth* reported catches totaling 35,000 pounds on its trip to Westward.

The crew, under Capt. Manville Davis, sold its first fare of 9,000 pounds at Portland, and later took a catch of 26,000 pounds of large mackerel into Gloucester.

With the price for large mackerel quoted at 2½ cents a pound, the two large trips meant a profitable stock for the boat and substantial shares for its crew members.

New Boat for Monhegan Island

Leslie Davis, of Monhegan Island, is making arrangements for construction of a new lobster and trawling boat at Sebasco.

The craft will be 30 feet long, and will replace the boat which Mr. Davis lost in the hurricane sea of two Summers ago.



New plant of Warren Lobster Co., Kittery, Maine.



"Eleanor" owned by William Sellman, Manistique, Mich. The boat is 50 x 14 and is equipped with a 75-90 hp. Kahlenberg engine; Curtis air compressor for lifting nets; Exide 17-plate battery and a Crossley lifter with a 30-inch head.

general defining a port as an established place where boats are loaded or unloaded, which does not permit a fisherman to designate a point of land or other location not used as a regular dock, in order to increase a boat's operating radius.

The law limiting an operator to a 50-mile radius of his designated home port does not require him to remain in that one port. He is free to operate from any port within his restricted area, providing he does not go outside of the area covered under his 1940 license.

Value of Great Lakes' Catch, \$6,000,000

According to statistics recently compiled and released by the U. S. Bureau of Fisheries the combined production of commercial fish from the waters of the Great Lakes and the International Lakes in Northern Minnesota during 1938 amounted to 81,524,000 pounds, valued at \$6,083,000.

The contributions by species, in order of value, were led by lake trout, the catch of which amounted to 9,360,000 pounds and was valued at \$1,497,000 to the fishermen. Following were chubs, 5,852,000 pounds, valued at \$703,000; whitefish, 3,456,000 pounds, valued at \$674,000; herring, 20,523,000 pounds, valued at \$635,000; yellow pike, 8,017,000 pounds, valued at \$602,000; and blue pike, 8,817,000 pounds, valued at \$594,000.

Lake Michigan's catch in 1938 totaled \$2,294,000 in value. That of Lake Erie was next in importance, with a value of \$1,981,000. Lake Superior contributed a catch valued at \$875,000 and Lake Huron a catch valued at \$760,000. Lake Michigan's catch accounted for 38 percent of the total value of the Great Lakes fisheries in 1938.

The report also shows that 9,778 persons were employed in the commercial fisheries on the Great Lakes during 1938. Of this number 6,976 were fishermen, and 2,772 persons were employed in wholesale houses and manufacturing plants. Thirty more were employed on boats used in transporting the fish from island ports to mainland points.

Building New Tug

L. J. Gotham, Michigan fisherman, who in past years has operated out of Saugatuck and Alpena, is building a new all-welded steel fishing tug at Saugatuck. The new craft will be 64 feet long and will have 14½ feet beam. It will be one of the heaviest built fishing boats on the Great Lakes, and powered with a Kahlenberg oil engine.

LeBel Has Purchased Equipment for Making Floats

The LeBel Wood Works of Bayfield, Wis., builder of fishing boats for many years, is now engaged in the manufacture of cedar gill net floats. The Company has purchased the equipment formerly used by the Chequamegon Float Works and is turning out several sizes of floats which can be purchased either plain or oiled ready for use.

An addition will be made to the products manufactured by the LeBel plant in the near future when fish shipping boxes in several popular sizes will be offered to the trade.

New Jersey Menhaden Bill Becomes Law

DESPITE strong protests against the measure from representatives of Delaware and Virginia commercial fishermen, New Jersey's Governor A. Harry Moore on July 8 allowed a recently enacted New Jersey bill rescaling license fees for menhaden fishing boats operating in New Jersey waters to become law without his signature.

Amending a 1938 New Jersey act regulating menhaden netting, the new measure rescales license fees by changing from net tonnage, or cargo capacity, to gross weight, or overall displacement, the basis on which fees will be charged.

The measure provides that no vessels of greater than 200 tons, gross tonnage, shall take menhaden with purse or shirred nets in the waters of Sandy Hook Bay, Raritan Bay, or Lower Bay; or in the waters of the Atlantic Ocean within the jurisdiction of New Jersey north of the U. S. Coast Guard Station at Monmouth Beach, or in the waters of the Atlantic Ocean within the jurisdiction of New Jersey between Cape May Point and Absecon Inlet.

Non-resident fishermen will be forced to pay a license fee for smaller craft three times the fee charged for residents under the new law, while residents will pay \$400 for larger vessels as compared to a \$1,000 fee demanded of non-residents.

After receiving protests against the measure from Governors Richard C. McMullen of Delaware, Homer A. Holt of West Virginia and James H. Price of Virginia, who urged the bill be vetoed to prevent hundreds of commercial fishermen being forced out of business because of the increased license fees and other restrictions, Governor Moore conducted a hearing in Trenton July 8 for expression of views by both proponents and opponents. Despite the strong opposition expressed at this hearing by out-of-state representatives, Governor Moore the same day exercised his privilege of allowing the bill to be added to New Jersey statute books without his approval by filing it with the Secretary of State in Trenton.

Senator Harold W. T. Purnell, chairman of the Delaware Committee on Interstate Co-operation, expressed the fear, at the hearing, that enactment of the New Jersey measure would bring demands for retaliatory action on the part of Delaware, with a resultant damaging effect on the efforts of the two States to remove interstate trade barriers.

The Delaware delegation's contention that the measure is discriminatory and unfair was supported by representatives of commercial fishermen from Virginia. Former Judge William S. Snow of Alexandria, Va., who said he represented 30 menhaden fishermen from Virginia, appeared in opposition against the measure.

New Jersey Senate Majority Leader I. Grant Scott, Cape May Republican, who successfully sponsored the bill during the 1940 New Jersey State Legislature's recent session, defended it

as fair and necessary legislation. He claimed the net to gross change was needed because many boat operators redesigned craft apparently to decrease capacity and obtain lower license fees.

Spokesmen for out-of-state commercial fishermen, however, said any reduction obtained in license costs resulted from careful re-measurement rather than by any change in the ship's layout.

Replying to charges that Delaware had regulations equally as strict as embodied in the new New Jersey measure, the Delaware delegation pointed out that their State had no laws governing menhaden fishing. All fishermen, resident and non-resident alike, were given equal rights in Delaware waters, they claimed. Disputes between New Jersey and Delaware over the taking of other types of fish in Delaware waters have arisen in the past, however.

In addition to opposition against the New Jersey measure from out-of-state fishing interests, representatives of New Jersey agricultural groups, ship-building interests, hog raisers, and poultrymen voiced opposition. Fear that the measure would result in increased costs for fertilizer and poultry feed, in which menhaden find wide usage, resulted in the opposition of agricultural groups.

When the bill was before the New Jersey Legislature it was understood to have considerable backing from New Jersey sportsmen, who held the opinion that blue fish, which follow menhaden schools, might become more plentiful off the Jersey coast if the operations of the larger commercial boats were curbed.

Shell Fisheries Board Elects Gray

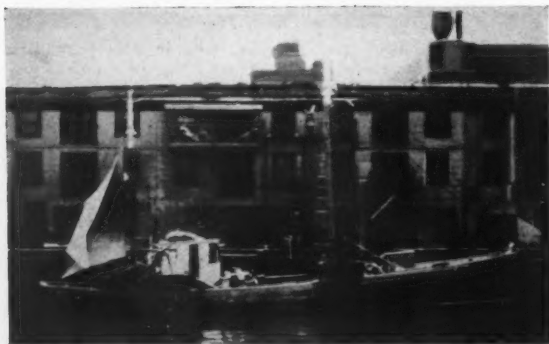
At the annual reorganization meeting of the New Jersey State Board of Shell Fisheries which convened in the State House, at Trenton, on July 1st, 1940, William Gray, of New Gretna, was unanimously elected to serve as president for the ensuing year. Gray is now the senior member of the Board, having served as Burlington County's representative for the past eleven years.

Fishing Rights Pact

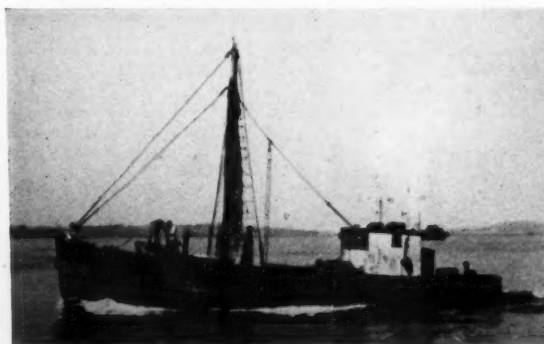
The committee, headed by Senator James K. Allardice, held a hearing on another Scott bill recodifying a mutual fishing rights pact between New Jersey and Delaware in the Delaware River. The original compact, which was ratified by Congress, was drawn up in 1907. Scott said a revision was necessary because recent court decisions had held that any laws enacted subsequent to 1907 by either State, and not concurred in by the other, were invalid.

Scott said Delaware had agreed to enact identical legislation, if New Jersey adopted recodification, which included several of the laws enacted independently by New Jersey and Delaware since the 1907 compact.

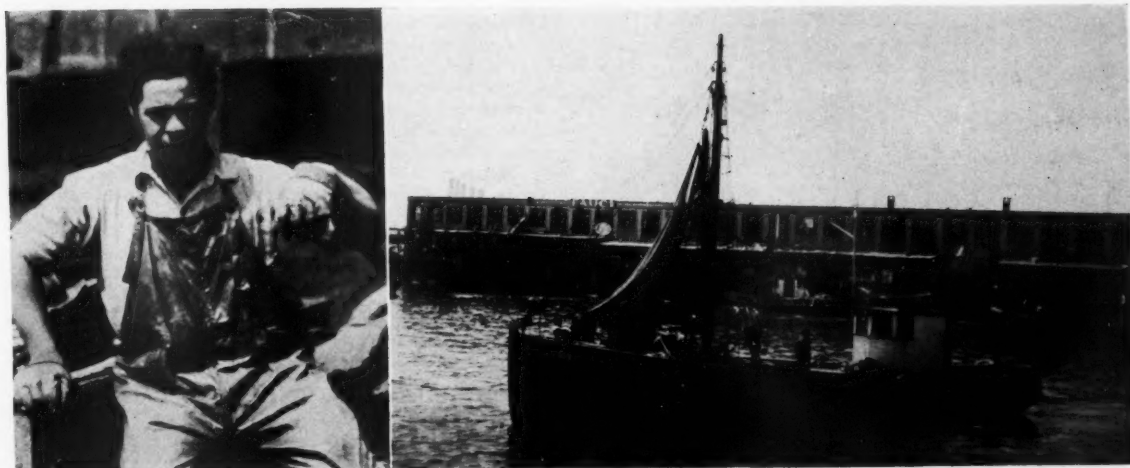
One of the proposed changes would reduce from six feet to five feet the minimum legal length for sturgeon. Other changes would ban netting in the river or bay by aliens and persons not residents of either New Jersey or Delaware, and increase the size of mesh in nets from 2½ inches to 3 inches.



The 66-ft. dragger "Rosie" at T Wharf, Boston, is equipped with a 100 hp. Wolverine engine, Edison batteries, Hathaway winch, Hyde propeller, Jefferson-Travis, 10 watt, 6 volt radio telephone, Kinney clutch and a Gray-Aldrich 3½ hp. hoist.



The 62-ft. dragger "Roma", owned by Jas. Graffeo and skippered by Capt. Chas. Graffeo of Boston, is equipped with a 100 hp. Wolverine engine, Hathaway winch, Linen Thread nets, Willard batteries, and Marine Household range.



Capt. Joseph Lapiccolo and his 52-ft. Atlas-powered "Josie II", of Boston.

Maryland Fishermen Form Advisory Committee

By Edward Bowdoin

THE Commercial Fishermen's Advisory Committee of Maryland was formed June 28, according to announcement in Annapolis, as a permanent organization of Maryland tidewater fishermen which will co-operate with Virginia fishermen in development of a program to rehabilitate Chesapeake Bay shad and herring fisheries. Albert W. Woodfield, Galesville seafood dealer and member of the Maryland Legislature, was elected permanent chairman of the new group, while David Wallace, of the Maryland State Biological Laboratory, was named secretary and treasurer.

The move represents an attempt by fishermen to remedy conditions that have caused a drop in the bay shad fisheries from a maximum catch of 15,000,000 pounds years ago to the present estimated take of about 1,500,000 pounds. The new group planned to meet with a similar group of Virginia fishermen and conservation authorities about the middle of July for exchange of views.

To Revive Maryland Shad

Attempting to revive the Maryland shad fisheries, the Maryland State Conservation Department announced in Annapolis, June 20, that 12,000,000 shad fry had been released in the State's waters this season, approximately 3,000,000 more than in any other year. The work was intensified because of the decline in Maryland shad fisheries which approached 40 percent during the year.

Maryland got 7,500,000 of the fry from hatchery work on the Potomac River in co-operation with the Federal Bureau of Fisheries. About 3,000,000 of these were released in the Potomac contiguous to the Maryland shores. The remainder were freed in various parts of the State.

Crabs Bring High Prices

Crabs have been scarce during the entire season so far, but are increasing as the warmer weather appears. Large quantities have been brought into Crisfield from the Western Shore and seaside, due to the scarcity in Tangier Sound. There has also been more crabs caught up the bay than in the lower sections.

Crabs, both hard and soft, are bringing high prices. Jumbo soft crabs sold in the local wholesale market as high as \$1.30 per dozen. Mediums for \$1.00 per dozen, and culls for \$.75. Hard crabs have sold for \$7.50 per barrel. Crabmeat sold for high prices, and the packers say there has not been any great demand so far this season.

Need Crab Sanctuaries

When the crab season ended last Fall there were thousands of crabs left on the bottoms and crabbers looked forward to splendid catches this Spring.

Last Winter, however, the rivers and sounds and the bay were ice-bound. This condition existed for weeks. When the ice broke up, the Winter winds made the waters rough and crabs by the thousands were washed out of their mud beds and up on the shores of the marshes. That way nature destroyed in a short time many more crabs than man could catch in a much longer period.

It has been said that Maryland should establish crab sanctuaries. There is an abundance of fine crabbing bottoms which could be set aside as experimental areas for the propagation and protection of crabs without hurt to the crab catchers. In areas set aside experiments could be maintained to develop a method of propagating crabs to be released later in the waters of the State.

Scientific study could also develop some means of combating the terrible death loss from storms and ice in Winter, in these sanctuaries, so that in the Spring there would always be a supply of crabs to let loose in Maryland waters.

Hand Seines Do Good Business

Hand seines are doing a good business in the lower Chesapeake Bay. Large quantities of fish are being caught and brought into the local markets. One catch was reported of 700 boxes, which included croakers, trouts, spots, butterfish, and other varieties. These fishermen have sold catches as high as \$300 a day.

Oysters Transferred to Choptank

The transfer of 53,000 bushels of oysters from a reserved area at Cambridge, Md., to bars in the Choptank River has been completed. The bars containing the transferred oysters will be closed to tongs until such time as the oysters can be marketed at better advantage.

They were of exceptional quality and size, but were moved to the Choptank because they will be able to fatten better there. In order to defray the cost of moving the oysters, the State Conservation Commission has the power to collect a tax on the oysters at a rate of not less than ten cents and not more than twenty cents per bushel.

Approximately 240,000 bushels will be planted in Pocomoke and Tangier Sounds. In addition, a quantity of oysters will be transplanted from Marumsco bar in the upper Tangier Sound to other rocks in this area.

Marlin Season Opens with Parade

Nearly four thousand spectators crowded the South end of Ocean City, Md.'s boardwalk, June 14th, as the deep-sea fishing fleet paraded along the ocean front. This event marked the opening of the marlin season off the Maryland coast and is the third of its kind to be held at the resort.



"Princess", owned by Wilma Mae Holmes, Panama City, Fla. The vessel is 63 WL x 16 x 9, equipped with a Model MRA-2 Superior Diesel engine, a 23 x 20 three-blade Columbian propeller, and 2:1 reduction gear.

Virginia Menhaden Plants Open With Beginning of Run

THOUSANDS of menhaden were caught by fishermen in the Virginia waters of the Chesapeake, during the first few days of the current season. Some boats fished as far South as the Carolinas and as far North as New York.

One boat reported a catch of 500,000 menhaden in a week, with its home factory reporting a total catch of 700,000 during the same period of time.

Eight Menhaden Boats at Lewes, Del.

A fleet of eight menhaden fishing steamers arrived in Lewes, Del., during the last week in June, from their Winter quarters in Reedville, Va. These boats fish for the Consolidated Fisheries Co., in Lewes.

Menhaden Plants Open

Eight of the nine menhaden plants in Virginia have started operations for the season, with the beginning of the menhaden run. Inspector Evan Gough said that catches by the menhaden boats were good during the first week of the season, and the menhaden are just beginning to arrive in numbers in Virginia waters.

Plants listed at the Commission as having already begun operations are: Reidsville Oil and Guano Company; The Edwards Company; McNeil-Dodson; The Menhaden Company; McNeil Company, Standard Products Company; McNeil-Edwards Company; and Kilmarnock Fish Products Company.

Many Find Crab Pots Profitable

A new industry, or rather a new method applied to an old industry, is engaging the enthusiastic attention of many men and boys in Mathews this Summer—the catching of crabs in traps, or crab pots.

Hundreds, perhaps even thousands of the pots have been made and scattered along the rivers. The traps are made of poultry wire. They are about three feet square and designed like a huge rat-trap. When baited they lure the crabs into the basket-like arrangement. Once inside they cannot escape.

News of the strikes made by the first to start precipitated a veritable stampede, or "gold rush," ashore. Pound net fishermen, trotliners, farmers, storekeepers, members of the society of the unemployed, and many others began heaving crab pots overboard as fast as they could be put together.

One crabber made \$40 in three days with 17 pots. Another said he had cleared more than \$100 a week for several weeks.

The average is said to be from \$15 to \$50 a week according to the number of pots being fished. The crabs are sold to buy-boats or shipped in baskets in ice-cooled trucks to Northern markets. The market is around \$3.50 to \$4.00 a barrel.

A prominent wholesale dealer said that the crab pot idea was still an experiment. Crabbers are doing well right now, he said, because Baltimore, the best crab market, has been unable to get sufficient crabs from Maryland waters and the demand for Virginia crabs has been exceptionally good, a condition that has boosted the price.

Fix Limit on Crab Pots

The Virginia Commission of Fisheries, meeting at Newport News, set a limit of 35 crab pots for each individual waterman and established a license fee of \$4 for each crabber operating such pots.

Each assistant engaged must pay the \$4.00 license fee in addition to the owner of the pots. The regulations were enacted for the duration of the present crabbing season, in an effort to regulate the rapid increase of the devices. Several watermen testified in favor of the proposed restrictions.

Light Crab Run

Inspectors report to the Virginia Commission of Fisheries that the lower Chesapeake Bay crab run, which has been unusually light so far this year, continues far below normal. Hampton crab houses, however, reported that there were more crabs on the market there the last few days of the week ending June 29th than had been experienced earlier in the season.

A heavy run of hard crabs is usually experienced in the lower bay the latter part of May. The run is composed of crabs from the ocean and those that have Wintered in the bay. It seems to be the general opinion that the severe weather of last Winter has caused the crab shortage.

Certificates for Shellfish Dealers

Increasingly stringent measures governing the oyster industry will be placed in effect in the next few months by the Federal Government in co-operation with the State Health Department.

The State Health Department has recently made available application forms for 1940-41 certification of shellfish establishments. These forms have been mailed to nearly 700 shellfish dealers in Virginia. The certification period will extend from May 15, 1940, to May 15, 1941. Only those dealers who are granted a certificate of inspection covering this period will be permitted to identify shipments with a certificate number indicating endorsement by the State Health Department.

The shellfish beds and handling and shipping facilities of each dealer making application will be inspected. Certification will be based on these inspections.

Fish Pounds Must Be Marked

State law provides that failure to mark pound nets, fyke nets, gill nets or other devices is a misdemeanor, and the owner shall be fined not less than \$25.00 nor more than \$100.00. This marking shall be by metal plates or tags which are furnished by the Commission of Fisheries.

The Federal Government requires that the owner of the net shall display his name in black letters not less than 2 inches high, on a white background from a stake at the outer end of the structure. But the Federal regulations provide that the State license number may be displayed instead, as above indicated. Furthermore, fish pounds should be lighted between sunset and sunrise, with a red light on the inner end and a white light on the outer end, visible in clear weather at least one mile.

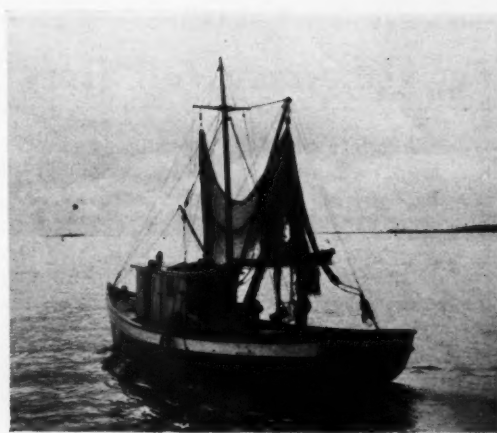
Prytherch to Try New Oyster Device

Dr. Herbert F. Prytherch, Federal Fisheries Investigator, who is in charge of the Virginia Commission of Fisheries' survey of oyster rocks in the Rappahannock River, is making plans to experiment with a new method of planting oyster spat in the Rappahannock.

The method was first advanced by Prytherch in his thesis for his doctorate of philosophy. It consists of dragging copper shavings or sulphate over oyster bottoms, creating a chemical reaction that causes spat to set.



Eugene Oliver, Charleston, South Carolina, and his 52-ft. shrimp boat "Doris Oliver II". Powered by a Caterpillar Diesel D8800 engine.



Louisiana Shrimping Regulations

THE House Conservation Committee, on June 21, reported favorably the Brownell Bill to repeal the shrimping act passed at the extra session of the Legislature in January, 1940. The extra session law placed a license fee of \$2,000 a year on boats owned by non-residents that caught shrimp in the Gulf of Mexico and brought them to a Louisiana port for canning.

Before the Bill was reported favorably, the committee adopted an amendment which provides that persons from other States coming into Louisiana with boats after June 1, 1940, will have to reside in the State two years before being able to obtain a license to shrimp.

The Bill carries with it a provision that the closed seasons for inside waters shall be from March 1 to April 15 and from June 10 to August 10, and that the closed season for outside waters shall be from July 1 to August 10.

Increase in Shrimp Production

Commercial shrimp production in Louisiana has shown a steady increase since 1929, having almost doubled in the last ten years, according to a recent survey made by the Louisiana State Department of Conservation.

Louisiana fishermen produced 44,106,956 pounds of shrimp for commercial purposes in 1929 with a value of \$1,542,503.00, as compared with 82,960,600 pounds in 1939 with a commercial market value of \$2,903,621.

Excluding those that were sold to local markets for home consumption, Louisiana fishermen sold in green state for canning and packing the equivalent of 27,083,222 pounds of shrimp valued at \$947,912.77 for Louisiana factories. 12,580,470 pounds of shrimp, valued at \$440,317.35 were sold to non-residents for canning and packing in the State of Mississippi.

To Increase Louisiana Oyster Production

A project whereby approximately 300,000 barrels of oysters will be removed from natural reefs where excessive seed stock is growing and planted on reefs where there is now a scarcity of oysters will not only produce a better grade of oysters in the newly planted area but also will make available an increased food supply, according to Louisiana State Department of Conservation which is sponsoring the project.

From a total water area in Louisiana of more than five million acres, there are more than five hundred thousand acres available for oyster cultivation.

In Louisiana waters oyster seed are abundant and climatic conditions are such that oysters attain a marketable size in from eighteen to twenty months.

Louisiana Frog Production

Louisiana frog production during 1939 was 2,015,916 pounds, which represented the same number of frogs with an average weight of one pound each. At the current market price of \$1.35 per dozen there was a return of \$226,787.55.

Notwithstanding the fact that there is a closed season on frogs in Louisiana, no catching and shipping being allowed in the months of April and May, there has been little if any decrease in Louisiana production.

There are three grades of marketable frogs, jumbo, medium and small. Prices shot up during the World War, with disastrous effect on the species. The market originally took only jumbo and the next larger grades. When the large frogs became scarce the smaller sizes were marketed, and at the peak of the high cost of living the extinction of the species seemed threatened.

The marketing of smaller grades opened new territory, however, and new hunters appeared in new fields and these caught only the larger individuals. This extension of the territory ruined the market for small frogs, and many dealers began to discourage the taking of immature specimens.



LEFT: R. P. Sequeira, St. Augustine, Fla., owner of the "Santa Maria" and "Old Glory". CENTER: Left to right: E. W. Santman, Burgman Tractor-Equipment Co.; Louis Hardee, Truman Pacetti, Joe Sequeira, A. A. Fagan, and Tony Ramos. RIGHT: L. J. Hardee, owner of large shrimp fleet in Florida waters. Photos, courtesy Caterpillar Tractor Co.

Fishermen Tell Story

When you get right down to brass tacks, there isn't anything we can say about New Bedford Manila rope that means half as much as what our fishermen customers say about it. We can tell you how durable it is, how pliable even when wet, how uniform in quality, how economical — but fishermen who use it sum it up in the very simple phrase "It gives satisfaction." After all, that tells the story. And we are proud of the fact that New Bedford Manila rope has been giving that satisfaction for nearly 100 years.



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General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

Mills: New Bedford, Mass.

I'll bet it's got Hyde Wheels



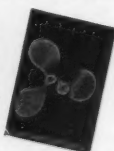
Uncle Sam has the best marine equipment that money can buy. The very number of Hyde Propellers driving submarines, destroyers and other government boats of every type and size, is proof beyond question that no finer wheels are obtainable. See a Hyde Dealer the next time you need a propeller. Hyde Wheels cost no more yet are the standard by which other wheels are judged.

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PROPELLERS



Send for the free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.
DEALERS EVERYWHERE CARRY AMPLE STOCKS



"Margaret", owned by Chris Specht of Inwood, Long Island, N. Y., and powered with a Superior Diesel engine, MRA-6.

Florida Shrimp Situation

THE State Board of Conservation decided recently to delay a decision on plea to close the season on shrimp. Spokesmen for fishermen working out of Apalachicola, Fla., said they would face ruin unless shrimping was stopped for a while, but opposition came from the Carrabelle fleet operators.

Judge Rosco Luke, speaking for the Carrabelle group, said there was an ample supply of shrimp on the Gulf Coast and that a closed season was not necessary. He asked the Board to investigate further before considering a petition adopted at an Apalachicola mass meeting which said an emergency existed and a halt on shrimping was necessary.

Previous to this the Florida Conservation Department had asked Florida seafood dealers for their recommendations and suggestions on a federal warning that next year's shrimp crop might be depleted if fishing continued during the following two months.

In a notice to Florida seafood dealers the Federal Bureau of Fisheries pointed out that a crisis now existed in the Atlantic shrimp fishery, and unless immediate action was taken it was highly probable that this most valuable of South Atlantic fisheries would fail to produce a crop for the coming season.

St. Augustine shrimp dealers said that they wish to co-operate with Federal and State bureaus in an effort to relieve what they view is a crisis, and that they will lend recommendations and suggestions as requested by the bureau.

Crabmeat Industry in Full Stride

The State's crabmeat industry is now in full stride, according to Apalachicola authorities.

The industry, centered in Apalachicola, has been receiving orders from Northern markets for the meat. It is packed in one pound metal cans, which are iced down in barrels of from 125 to 140 cans.



"Joannette", owned by Charles Martinolich, of Tacoma, Wash., and built by the Martinolich Shipbuilding Co. The boat is 38 x 11 x 3 and is powered with a Buda-Lanova low-pressure Diesel engine, model 6-LDMR-275, equipped with a 2 to 1 reduction gear. Propeller is 22 x 19. Speed is 10 knots with the engine running at 2200 rpm.



Fishing vessel "Trio", equipped with a 75 hp., 3 cylinder, 4 cycle Wolverine engine $8\frac{1}{2} \times 12\frac{1}{2}$, measurements $51.2 \times 16.5 \times 5.5$, owned by James Lauder, Point Lookout, N. Y.



"M. P. McDonagh", owned by Greenport Oyster Co., Greenport, N. Y., $73.8 \times 20.6 \times 6.6$, is powered with a 4-cylinder $9\frac{1}{2} \times 14$ Wolverine Diesel engine.

In all branches of fishing service, whether in New York waters or anywhere along the Coast, Wolverines are chosen because they are designed for fishing service.

Wolverine Diesel Engines are sturdy, simple, reliable, economical and long-lived.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Long Island Items

By C. A. Horton

AUTHORIZATION for the continuance of the current shrimp survey in town-owned water was the most important piece of business transacted at a recent meeting of the Islip Town Board. Alfred Tucker, of West Sayville, executive director of the Long Island Fishermen's Association, was given permission to spend \$150 of the \$210 remaining in the town's \$2,000 budget item for shellfish survey purposes.

New Cold Storage Plant

The Freeport Cold Storage Co., Inc., has opened a large and up-to-date cold storage plant on Woodcleft Canal, Freeport. This Company has dockage for ten commercial vessels, and is prepared to ice and ship fish to market. The plant has a storage capacity of 300 boxes of fish. Ice, water, and a full line of Esso Marine gasoline, Diesel fuel and lubricating oil are available.

Lobsters and Clams

The run of lobsters has been very good during the Spring. The catch usually runs lower during July but again picks up. Clams, both hard and soft, are plentiful and of excellent quality.

Weakfish

Boats out of Bay shore are still making catches of weakfish, though light. Some of the weaks run from 5 to 8 pounds in weight.

Butterfish

The catch of butterfish in the Sound during May and June was very good. The run has been better than usual, for that length of time, and size has been unusually large. Fair catches are still being made.

Tuna

Tuna were ahead of schedule off Montauk, coming along in early Spring, and will remain until late Fall. The school tuna do not seem to concentrate on any one section of the coast as they are taken simultaneously from Ocean City, Maryland, to

the Maine coast. Tuna weighing from 60 to 100 pounds are giving the skippers a real tussle.

Sea Bass

Big hump-back sea bass arrived at the grounds near Mattituck about the middle of last month. These big bass are caught in Long Island Sound, about 7 to 10 miles from Mattituck, with an average around 4 to 5 pounds each. A big run was experienced at the same place last year.

Southern New England Traps Catch Herring

SOUTHERN New England traps caught a run of first rate herring during June. The East breakwater trap of Capt. Fred N. Burdick, off Stonington, Conn., had a couple of weeks of the run. One shipment of twenty-one barrels hit Fulton Market for an average selling price of \$5.00 per barrel, something that had not happened for many years. Weakfish have struck within the past week, some of them running to five and six pounds.

New Demand for Shack Fish

A new market for skate and small flatfish has been created with the development of a mink farm near Westerly, Rhode Island. John Fletcher started the farm several years ago with a pair of mink and has gradually expanded. Now he has nearly twelve hundred animals, eight hundred young this season, and they eat a powerful lot of shack fish. Capt. Nat Culver of the otter trawler *Bertha C.* makes a day's pay feeding these fur bearers, and supplying lobster bait through this section. Yes, even if the fish run small and there are no "selects" to ship to New York, Capt. Nat still "gets by" with this side line.

Small Fluke Increasing

Last season noted a marked increase in small fluke throughout Block Island and Long Island Sounds. This season they are striking on in pretty good shape, too, and trappers and draggers are taking a fair amount daily. The many sport fishermen throughout this resort area are also angling out nice messes, 15 or 20 being not uncommon for an afternoon's fishing.

**Stockists:**

Messrs. E. J. O'Hara & Sons, Inc.
21 Fish Pier, Boston, Mass.

Messrs. F. W. Wilkison, Inc.
16 Fulton Fish Market, New York

The John Chisholm Fisheries Company
35 Wharf Street, Gloucester, Mass.

The Mullins Fishing Gear, Pier 4
New Bedford, Mass.

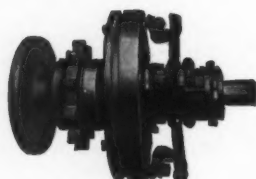
The Westerboke Fishing Gear Co., Inc.
279-281 Northern Avenue, Boston, Mass.

The Great Grimsby Coal, Salt & Tanning Co., Ltd.

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KINNEY CLUTCHES

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TRAWLING GEAR
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**SMALL and LARGE
BOATS**

Kinney Clutches have proved their dependability in years of service on fishing boats.

Write to us or to the nearest dealer listed for Bulletin and prices.



Fulton Market Wholesale Prices

Species	June 1-8	June 9-15	June 16-22	June 23-30
Alewives	.. ..	.. ..	.01-.01	.. ..
Bluefish	.15-.18	.12-.16	.12-.18	.18-.22
Bonito	.00 1/2-.08	.01-.08	.01 1/2-.04	.02-.04
Butterfish	.01 1/2-.07	.01 1/2-.07	.01 1/4-.06	.02-.07
Codfish, steak	.04-.09	.03-.12 1/2	.03 1/2-.10	.03-.10
Codfish, market	.03-.06	.04 1/2-.07	.03-.06	.04-.06
Croakers	.01 1/4-.02 1/2	.03-.04 1/2	.02 3/4-.03	.03 1/2-.04 1/2
Dabs	.02 1/2-.02 1/2	.. ..	.. ..	.. ..
Eels	.03-.10	.. ..	.. ..	.02-.02
Flounders	.01 1/2-.08	.01-.15	.01 1/2-.10	.03-.12
Fluke	.05-.15	.05-.16	.03-.15	.03-.15
Haddock	.02-.07	.03-.07 1/2	.03-.06	.03-.06
Hake	.02 1/2-.05	.03 1/2-.06	.03-.05	.03 1/2-.05
Halibut	.14-.16	.13 1/2-.18	.14-.17	.14-.17
Kingfish	.. ..	.. ..	.. ..	.. ..
(King Whiting)	.01-.05	.01-.03	.01-.04	.01-.07
Mackerel	.03-.10	.01 1/2-.12	.02-.07	.02-.10
Pollock	.03-.05	.03 1/2-.06	.03 1/2-.05	.04-.04 1/2
Pompano	.40-.45	.. ..	.. ..	.. ..
Salmon, Pacific	.15-.25	.18-.20	.14-.20	.18-.19
Salmon, Atlantic	.15-.32	.20-.35	.18-.20	.20-.25
Scup	.01-.05 1/2	.01-.03	.01-.03 1/2	.02-.05
Sea Bass	.02 1/2-.12	.02-.09	.02-.09	.02-.10
Sea Robins	.. ..	.. ..	.01-.01	.. ..
Sea Trout, gray	.01-.16	.01-.16	.02 1/2-.22	.04-.27
Shad	.01 1/2-.08	.01-.04	.01-.01	.. ..
Snapper, red	.10-.15	.10-.12	.. ..	.16-.18
Sole, gray	.03-.07 1/2	.04 1/2-.06	.06-.10	.06-.08
Sole, lemon	.04-.07	.04-.05	.05-.07	.06-.07
Striped Bass	.10-.18	.05-.18	.14-.22	.15-.22
Tautog	.03-.03	.02-.04	.02-.04	.03-.03
Tilefish	.03-.05	.03-.05	.. ..	.03-.05
Tuna	.. ..	.. ..	.. ..	.08-.08
Whiting	.50-3.00	.35-3.50	.25-3.00	.50-3.00
Yellowtails	1.50-5.00	2.00-6.00	1.60-7.00	2.00-6.00
Clams, hard	.75-2.75	.75-2.50	1.00-2.50	1.00-3.00
Clams, soft	1.50-3.00	1.00-3.00	1.00-2.50	1.50-3.00
Conchs	1.75-2.00	1.25-1.75	.50-1.00	.50-1.25
Crabs, hard	2.50-2.50	1.50-2.00	1.75-2.50	1.50-2.50
Crabs, soft	.25-1.75	.30-1.50	.40-2.00	.25-1.75
Crab meat	.25-1.00	.25-.80	.28-.75	.20-.75
Lobsters	.17-.22	.19-.24	.19-.23	.20-.27
Mussels	.50-.60	.50-.75	.. ..	.. ..
Scallops, sea	1.35-1.50	1.30-1.30	.. ..	1.25-1.35
Shrimp	.12-.23	.15-.18	.16-.23	.14-.20
Squid	.02-.04	.02 1/2-.06	.01 3/4-.03	.01 1/2-.04
Frogs Legs	.40-.45	.35-.45	.40-.40	.45-.45

Seasonal Supplies Tabulated

AN index to indicate relative seasonal supply, by species and months, of 101 of the more important classifications of seafoods handled at the salt-water market in New York City, has been compiled for the June issue of the Fishery Market News, by Andrew W. Anderson, Marketing Specialist of the Division of Fishery Industries, Fish and Wildlife Service, United States Department of the Interior.

The new tabulation is derived from the 1939 annual summary recently released by the New York Market News office. In this statement, by columns, are listed the annual receipts of each variety and the greatest quantity received during any one month.

June, July and August

The tabulation shows that the species having the greatest volume in June are Butterfish, Croaker, Fluke, Atlantic Salmon, Chinook (king) Salmon, Sea Bass, Hard Clams, Soft Clams, Crab Meat, common Lobsters, and Periwinkles.

For July, Tuna shows the greatest monthly volume.

In August the species leading in receipts are Anchovies, Bonito, Chum (fall) frozen Salmon, Sharks, Swordfish, freshwater Brook Trout, common Lobster meat and Sea Scallops.

SUB CHASERS

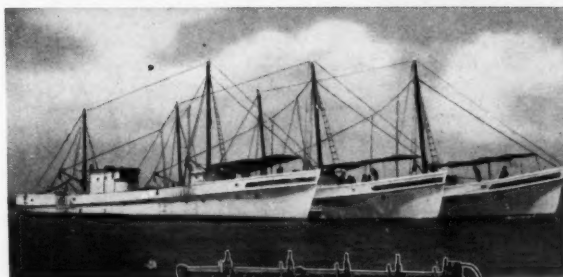
Converted to Peaceful Pursuits

FFUEL consumption drops from 90 to 8 gals. per hour when F-M Marine Diesels are installed.

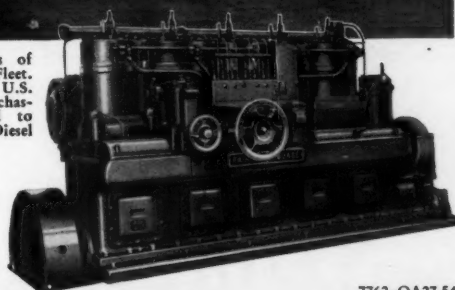
The experience of Messrs. John and Charlie Lawson in the conversion of three U. S. Navy submarine chasers into F-M Marine Diesel-powered trawlers furnishes another example of just exactly what we mean when we say—*put a work Diesel in a work boat.*

Messrs. Lawson powered all three with 5-cylinder 10 x 12½ Fairbanks-Morse Marine Diesels. When these boats made their trial trips for the Navy, powered by three 225/250 gasoline engines, their average speed was 15¼ knots; average fuel consumption, 90 gallons per hour. After conversion to F-M Diesel power (200-h.p.), they attained a speed of about 11 knots with fuel consumption of less than 8 gallons per hour.

Naturally, any Diesel reduces fuel costs as compared to gasoline—but the point is, if you want maximum operating efficiency in a work boat, your choice of Diesels has a whale of a bearing on whether or not you get it. Fairbanks-Morse recommends the slow-speed, 2-cycle Diesel because of its longer life, easier servicing, and greater fuel economy. And the record of F-M Marine Diesels in fishing boats proves that recommendation is sound. Take your power problem to Diesel Headquarters, too. Fairbanks, Morse & Co, Dept. 6, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.



Three trawlers of the Lawson Fleet. All are former U.S. N. 110' sub chasers, converted to F-M Marine Diesel power.



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DIESEL ENGINES
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ELECTRICAL EQUIPMENT
FAIRBANKS SCALLOPS
RAILROAD EQUIPMENT



WATER SYSTEMS
WATER PUMPS
FARM EQUIPMENT
STEAMERS
AIR CONDITIONERS

Diesels

With the Vineyard Fishermen

By J. C. Allen

JUNE drops to looward leaving astern a world that contains so much that ought to make all hands glad but which is stove and bilged by the man-made disturbances until no one is happy.

A sea full of fish is what we hail in these latitudes, and this is a simple and solid fact, for the waters have been alive with sea food in the raw for weeks. Bait schooling is so thick that it looks like a carpet unfurled in the water, and mackerel chasing them so thick that a man can walk miles on their backs without getting his feet wet. Sharks, blackfish, whales, porpoises and the devil-knows-what, all mixed up in this run of Summer fish.

Best June in Years for Traps

In point of tonnage, the traps have probably had the best June in years. Scup have run chin-deep to a giraffe, and while the price has been so low that it took a barrel to pay for a package of cigarettes, still it paid to handle 'em because there were so many.

The hand-liners, fishing two men to a boat, have been hoisting out anywhere from a thousand to fifteen hundred pounds of scup to a tide, which is good fishing in any language.

Cutting back to the traps: about all the mackerel that have been taken in these waters have been scooped by the trap-gear. Although they are so plentiful, there is still plenty of bait for them to feed on and such pleasure-seeking people as the Wheel-house Loafer, who pilots this column, has a devil of a time hooking enough to eat.

The traps are getting bonito; actually, they are doing better than usual at this season.

Striped Bass Schooling

The striped bass are schooling in every damp spot, and rod and reel fishermen are having a picnic, while the honest com-

mercial fishermen get their innings now and then, as well. Seventy-eight barrels were taken in one sweep of a shore seine a spell ago, by a bunch of Edgartown fishermen. Such a haul means kale, and we don't mean maybe, with the fish bringing twelve to fifteen cents at the caplog!

Fluke Plentiful

Draggers are getting plenty of fish wherever they set. Fluke came aboard mighty heavy during the third week in June, with a haul that busted all recent records. Fluke are generally scarce, and the demand is keen all the time. This week-end, that favored all hands, didn't seem to even disturb the market. No one would guess that the Great American Public cared so much for any kind of sole. The blackback and yellowtail flounders have also been running well all through the month.

Swordfish Scarce

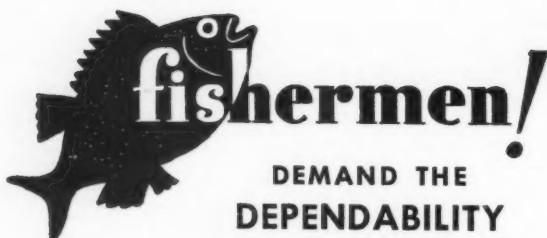
Sword, up to this date, is mighty scarce. Only half a dozen have been brought in by local craft, and the dope we get from more distant places seems to indicate that there are not too many anywhere. Maybe the blasted whales have galled them, or perhaps the swords have chased the whales. Be blown if we know just how this works, because we have heard it explained both ways.

Lobster Spring Catch Average

The Spring catch of lobsters was up to average, but as we make this entry in the log, the critters are shedding. Maybe shucking their Winter rig, now that the chill is out of the water. It has really been quite remarkable to see how many snapper lobsters have run this season, so far. The majority of 'em should gain a quarter-inch when they shed, but that goes for the larger culls, yet it is a pretty safe bet that nobody will get the larger ones. That's the way things have worked for years and nobody attempts to explain it.

Sea-Scallops Find Luck

The sea-scallops still find luck in bold water and prices hand-made and satisfying when they land. This is truly a tough, but paying business, and the gods grant that war doesn't make it more hazardous than it is normally.



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Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.



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New Brunswick Sardine Plants Enjoy Good Production

By C. A. Dixon

THE New Brunswick sardine canning plants of Connors Bros., Ltd., and H. W. Welch, Ltd., of Black's Harbour and Fairhaven, respectively, are steadily enjoying good production. Although there has been no herring around Deer Island and Campobello this year, the Spring school having missed altogether, fish have been procured from the St. Andrews Bay region and along the Charlotte County mainland shore and also at Grand Manan. They are of suitable size and quality and the Canadian purchasers have the edge on the Maine buyers, owing to the fact that they pay for the fish on a flat rate basis of \$10.00 a hoghead. Fishermen prefer to sell their catches for a stated price at the weirs, whenever possible, and this gives domestic manufacturers a distinct advantage. As June passes from the picture there is no indication of the Summer school arriving, but it is still a little too early. If plenty of fish arrive this Summer there will be great activity in the canneries on both sides of the International boundary line.

Gorton-Pew Plant Uses Spring Water

The new Gorton-Pew rapid-freezing, fresh fish plant located at Caraquet, Gloucester County, N. B., is claimed to be the most efficient plant of its kind in North America. It has a storage capacity of 2,000,000 pounds, and the Company has entered into an agreement with the Government to process a minimum of 9,000,000 pounds of cod each season, and in addition will handle other kinds of fish and berries which will also be frozen and marketed.

Two rapid-freezers at the new plant can handle 140,000 pounds of round fish daily. The main building of brick construction has an 80-foot frontage, rises 60 feet above the sandstone foundation and has a length of 145 feet. Fishermen are given free pick-up service and free bait under an arrangement made between the Company and the Government.

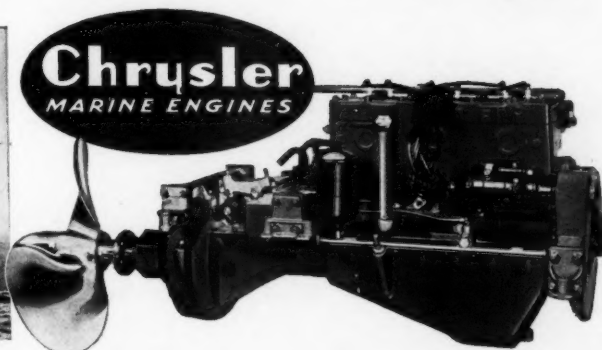
A unique feature of the new plant is the water supply; the plant is operated 100 percent on spring water. Springs gushing from rocks have been dammed, and a big reservoir contains water from them to supply the boilers and for sanitary purposes. So far as is known there is no other fish plant on the continent that makes use of spring water exclusively in the handling of fish.

The ice house at the plant holds a thousand tons of ice and the floor and roof are insulated with from four to eight inches of cork. The daily output will be 50,000 pounds of fillets.

To Vote on Boneless Herring Control

The chief matter of interest to hundreds of fishermen and dealers in New Brunswick and in Eastern Maine is that connected with the probable outcome of the vote in the several zones under control of the Grand Manan Smoked Herring Board. In July it will be decided whether or not the people of Canada's smoked herring production area will place the boneless herring industry under control of the Board, which in turn is subject to the regulations of the New Brunswick Natural Products Marketing Act. If the Grand Manan producers decide to place the boneless herring under control of the Board, as herring in the round state have been for some time, it is expected that a radical change in the selling of the same with stabilization of prices will result. Individual boneless packers will no longer compete or practice price cutting as in the past, proponents of the new move say, and it is claimed that great and lasting benefit will accrue to the herring fishing and fish products manufacturing business with Canadian sales stepped up to a point where worry over marketing and values will vanish. Opponents of the scheme, however, maintain that freedom of action should not be interfered with by Government regulation or control. Lately there have been increases in the sale of smoked herring, and Grand Manan men say that the outlook is better than it was a few weeks ago.

AN ENGINE TO PLEASE A FISHERMAN!



... small, rugged, low cost engines that turn large wheels

GONE are the days of the large, heavy, slow-turning engines in fishing boats or small work boats. Instead are found the small, rugged engines equipped with reduction gears. They do a better job, cost less, and use less fuel.

Chrysler Marine Engines are designed to meet the fishermen's need for a high-grade, efficient power plant for their

heavy type boats. The savings in space, weight, first cost, and fuel are paramount to progressive fishermen. Results obtained during the past few years have shown in a most convincing manner that this type of power plant is the real answer to a fisherman's problem.

*The boat pictured is a 38' x 11' Cape Cod Fisherman. It is powered with one Crown Type "CR" engine with 3.46 reduction, which turns a 28" x 28" propeller 640 R.P.M. The Crown, complete with reduction gear lists at only \$775

CHRYSLER CORPORATION • MARINE ENGINE DIVISION • DETROIT, MICHIGAN

Lunenburg Has Average Run of Mackerel

By H. R. Arenburg

DURING the early mackerel run the net and trap fishermen obtained about the same results as in the early 1939 season. During the first week about 300,000 pounds were landed and 800 barrels were salted. Of this amount 300 barrels were cured by the trap fishermen and 500 barrels by the net fishermen. The whole run produced about 1500 barrels, which is similar to last year's catch.

Landings

The remainder of the schooners engaged in the salt fishing industry have returned from their Spring trip and have landed their catches of fish for curing with the local fish makers and the fleet is now operating on the long Summer trip on the Grand Banks off Newfoundland. Among the schooners who returned to port to land their catches during the month were the following:

Sch. *Ronald George*, Capt. Dan Romkey, 1500 quintals.
Sch. *Gloria May*, Capt. Irving Corkum, 1200 quintals.
Sch. *Ocean Maid*, Capt. Atwood Parks, 1100 quintals.
Sch. *John H. MacKay*, Capt. Moyle Crouse, 1200 quintals.
Sch. *Harriet and Vivian*, Capt. Frank Meisner, 800 quintals.
Sch. *Isabel Crokum*, Capt. Fred Deal, 800 quintals.
Sch. *Delewana*, Capt. Daniel Mosher, 550 quintals.
Sch. *Pan American*, Capt. Freeman Beck, 300 quintals.
Sch. *Beatrice Beck*, Capt. Shankle, 250 quintals.

The fresh fishing fleet operating out of Lunenburg is very small during the Summer months. Most of the schooners in the fleet are operating salt fishing and a number of the vessels have been engaged in carrying haddock from Cape Breton to

Halifax for the fish companies at that port. Among the landings from the fresh fishermen during the month were the following:

Sch. *Arthur J. Lynn*, Capt. Foster Corkum, 150,000 pounds.
Sch. *R. B. Bennett*, Capt. Elbourne Demone, 90,000 pounds.
Sch. *Jean and Shirley*, Capt. Newman Wharton, 50,000 pounds.

"Colp" Lost

The Lunenburg fishing schooner *Colp* was lost when she sank about three miles Southwest of Grimes Rock Buoy, off the Eastern entrance of Canso Harbor. At the time of the sinking, the *Colp* was engaged in carrying haddock from Petit de Grat to Halifax for General Seafoods, Incorporated, and carried a cargo of 37,000 pounds of fish, which was a total loss. The schooner was in command of Captain Leo Lohnes. The men took to their dories and rowed from the sinking schooner into Canso. The *M. W. Colp* was built at Lunenburg in 1932. She was 69.8 feet long, 18.6 feet beam, 8 feet deep, 47 tons gross and 39 tons net. She was formerly sailed in the Lunenburg fishing industry by Captain Maynard Colp of Bayport.

Crawfish Threat

THE plans of South African business men to ship large quantities of frozen crawfish tails into the United States, as reported by the Boston office of the Bureau of Foreign and Domestic Commerce, constitute what is termed by lobstermen a threat to the American lobster industry unless some measure of protection is afforded. Frozen crawfish tails have been sold as "lobster" in large cities of the Nation within the last few years. With foreign markets largely reduced because of the European war, the crawfish dealers are looking to the United States as an export outlet. It should be emphatically demanded, say American lobstermen, that South African crawfish be plainly labelled as such. To allow it to be palmed off as lobster is certain to harm the business of American lobstermen, who long have fought against this imitation.



A RANGE you can Bank On!



The job of the galley range is two-fold: to provide well cooked meals on time, and to provide warmth and comfort below decks for tired, wet, cold, hungry men.

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These companies are in the market for fish and shellfish.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

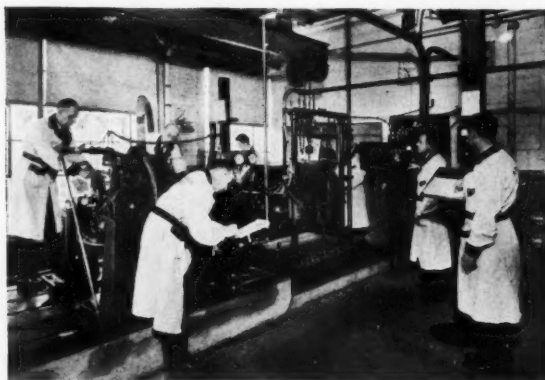
Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 31 Fulton Fish Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.



A group of "students" working on one of the two modern dynamometers that are available for use in the American Bosch School.

Columbian Free Propeller Service

OF interest to boat owners is the engineering service available from the Columbian Bronze Corporation of Freeport, Long Island, N. Y., manufacturers of Columbian propellers and accessories. Standard questionnaire blanks will be mailed upon request and Columbian engineers will gladly furnish without service charge a conservative opinion of your propeller performance—whether it will be possible to increase the boat speed, lower the operating expense, or to advise that the total developed horse power is already being used to advantage.

Mack Mariner Installations

THE Marine Engine Division of the Mack Manufacturing Corp. announces the recent installations, among others, of Mack Mariner Diesel engines for the following:

Queen Flash, 45-ft. party fishing boat owned by Roxy Fiola of Highlands, N. J. Equipped with Type W, 100 hp. Mack Mariner Diesel.

48-ft. party fishing boat owned by Israel Bauman of Brooklyn, N. Y. Equipped with Type W, 100 hp. Mack Mariner Diesel.

The Millshire, 38-ft. sport fishing boat owned by Sophie Twardus of Hillside, N. J. Equipped with Type Y, 120 hp. Mack Mariner Diesel.

A Brine Dip for Seafood

ACCORDING to the Seydel Chemical Co., Jersey City, N. J., "Pesco" is a harmless white salt possessing bacteriostatic properties. When seafood is washed or otherwise treated with "Pesco," the development of bacteria is retarded, thus extending the time it remains in a fresh state. "Pesco" being a benzoate salt, its presence should be stated on the container of the seafood, and the following statement is suggested: "This seafood is dipped in 'Pesco' brine (containing Salt and Magnesium Benzoate)."

A leaflet describing its uses and procedure is available upon request to the company.

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NATIONAL NET & TWINE DIVISION

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American Bosch School

ONE of the interesting features resulting from the increased use of the Diesel engine is the apparent willingness of the builders of this type of equipment to do everything possible to assure its successful field operation. As an example of this far-seeing type of merchandising, the American Bosch Corporation, a leading supplier of fuel injection equipment for Diesel engines, has established at its plant in Springfield, Mass., one of the most unique schools in this country.

As is generally recognized, the fuel injection system is literally the heart of the Diesel engine and, like the human heart, its mechanism must function with remarkable precision. For example, the fuel injection system must force fuel oil into the engine cylinder in the form of finely atomized spray against compression pressures of five or six hundred pounds per square inch. And in doing this it must measure a definite amount of fuel oil and force it into the engine cylinder within a given time—at a precise moment.

The manufacture of such equipment calls for fine workmanship and close fitting parts many of which must be accurate to within millionths of an inch; obviously proper use and maintenance are equally important.

Recognizing this fact, American Bosch established its school in order to provide an authoritative source of information on the operation, application and maintenance of the fuel injection equipment it supplies. The course is open to anyone definitely connected with the Diesel industry whether he be an engine manufacturer's technician, a school instructor or the within millionths of an inch; obviously proper use and maintenance of Diesel powered equipment. There is no charge in connection with the school, and those attending need only defray their travelling and living expenses.

Columbian Rope Annual Celebration

ONCE a year the Columbian Rope Company honors its older members at a banquet.

This year in appreciation of long, loyal service, 17 employees who had accumulated 25 years of service were presented with beautiful engraved Hamilton watches by H. G. Metcalf, President of this Company. Included among the guests at this banquet were also 106 members of the 25 Year Club, which is composed of those employees who have been presented Gold Watch Awards at previous banquets.

James B. Reber, Vice-President in charge of manufacturing, presented 216 men and women with gold service pins representing continuous service in units of 5 years, from 5 to 45.

It is interesting to note that of the total number of persons in the Columbian organization—762 or 68.1% have over 5 years' continuous service; 548 or 49% have over 10 years' continuous service; 68 or 6.1% have over 25 years.

One employee holds a 45-year pin; 2 have 40-year pins; 5 have 35-year pins; 21 hold 30-year pins; 49 have 25-year pins; 113 have 20-year pins; 129 have 15-year pins; 228 have 10-year pins; and 214 have 5-year pins.

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20 Gasoline Models 4 to 125 H.P.
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RED WING MOTOR CO., Red Wing, Minn.

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FOR SALE

2 cylinder, 50 hp. Bolinders Diesel in good condition. Any reasonable offer accepted. Freeport Cold Storage Co., Inc., 301 Woodcleft Ave., Freeport, N. Y.

Dragger

Boat E-C, 48 ft. x 13½ ft. x 5½ ft. Has a 60 hp. Atlas engine. Complete for dragging. Write James Beebe, 152 Church Ave., Islip, Long Island, New York.

Boat

Boat *Subojay* built by F. D. Winchenbaugh. Length 38.9, beam 9, depth 3½. Two years old. Small lobster well. Universal engine 90 hp. Will sell at great sacrifice. Apply to Ernest J. Burns, Friendship, Maine.

Used Lathrop Engine

40 hp. heavy duty 4 cyl., 4 cycle, in fine condition, complete with hauling clutch, 12v. generator, shaft and propeller, \$275. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston.

Schooner Mainsail

60 ft. boom, 41 ft. hoist, and 34 ft. 6" gaff. Frank F. Upson, Sail Maker, New Haven, Conn.

Used Bolinders Diesels

Type W7, one 50 H.P. W7M25, one 100 H.P. W7M45. Completely rebuilt, in first class condition. Bolinders Company, Inc., 33 Rector Street, New York City.

Smack

Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric light plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

"Diesel Monitor"

A new book, entirely in the form of over 3,000 questions and answers, 530 pages, size 5" x 7", profusely illustrated, price \$5.00, prepaid. This new book by the well known author, Julius Rosbloom, is considered to be the most valuable book yet created for Diesel engineers. A complete course on Diesel engineering. All license laws are covered in this book, including rules for small craft marine licenses. Obtainable from Atlantic Fisherman, Goffstown, N. H.

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Model MG-125 Twin
Disc Marine Gear for
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